Cornell University Library
Ithaca, New York

BOUGHT WITH THE INCOME OF THE
SAGE ENDOWMENT FUND
THE GIFT OF
HENRY W. SAGE
1891

Cornell University Library
DA 86.P42T16
Pepys' Memoires of the royal navy, 1679–
3 1924 028 019 275
olin

Cornell University Library

The original of this book is in
the Cornell University Library.

There are no known copyright restrictions in
the United States on the use of the text.

http://www.archive.org/details/cu31924028019275

Tudor & Stuart Library
Pepys' Memoires of the Royal Navy 1679–1688

Henry Frowde, M.A.
Publisher to the University of Oxford
London, Edinburgh, New York
and Toronto

Pepys' Memoires

Of the Royal Navy

1679–1688

Edited by

J. R. TANNER

Fellow of St. John's College
Cambridge

At the Clarendon Press

MCMVI

Na

Oxford
Printed at the Clarendon Press
By Horace Hart, M.A.
Printer to the University

INTRODUCTION

IT cannot be too often insisted upon that Pepys's *Diary* is a by-product of the life of Samuel Pepys. We are apt to forget that Pepys was not seven-and-twenty when he began it, and only six-and-thirty when the state of his eyesight compelled him to bring it to an end. But he lived to be seventy years of age, and during part of that later life he occupied an official post of the highest importance and exercised an immense influence upon naval affairs. Even during the *Diary* days, when he was only Clerk of the Acts, Monck had called him 'the right hand of the Navy'[1], and the Commission which reported in June, 1805, recognizing the durable tradition of his greatness which the period of his authority had established, spoke of him as 'a man of extraordinary knowledge in all that related to the business' of the Navy, 'of great talents, and the most indefatigable industry'.[2] The official Pepys, who thus

[1] *Diary*, iv. 400 (April 24, 1665).
[2] Wheatley, *Pepysiana*, p. 160.

appeared

appeared indispensable to his contemporaries, and impressed his successors with the record of a fine career of public service, is a different person from the Pepys of the *Diary*. The work of the Navy Records Society has recently begun to bring into court the evidence contained in the Pepysian Library at Magdalene College, Cambridge.[1] The official correspondence of Pepys himself during the time that he was Secretary to the Admiralty, and other official documents copied or carried off by him into his own library, disclose a public servant of a much higher type than anything which the period of the Restoration has hitherto been credited with producing. Pepys appears here as a man of sound judgement, of orderly business habits and methods, of great administrative capacity and energy, and of extraordinary shrewdness and tact in dealing with men. He reorganized the administration of the navy at the points where it was weakest, brought in business principles where they had not been hitherto effectively applied, and made some progress, in spite of difficulties which

[1] Ed. J. R. Tanner, *A Descriptive Catalogue of the Naval Manuscripts in the Pepysian Library*, vols. i, ii. (Navy Records Society Publications, vols. xxvi, xxvii.)

would

would have been the despair of a less strenuous administrator, towards the solution of the delicate problem of naval discipline. The *Diary* suggests Restoration vices; the record of the official career of its author exhales the authentic savour of Puritan virtues. In his unselfish devotion to duty, in his pride in the great organization which he controlled, in the patience and tenacity with which he laboured to bring his subordinates gradually up to a higher standard of conduct, Pepys is at one with the Puritan colonels who organized and carried through the First Dutch War. In spite of all the tendencies of the Restoration, he was caught up on to the same high plane of duty. The naval administrators of the Commonwealth had everything in their favour—unlimited funds, the tone of the time, a business tradition carried over from the Cromwellian army. Samuel Pepys had none of these things, and yet he displayed the same spirit, and achieved no mean result.

If the intimate self-revelation of the *Diary* does a good deal less than justice to Pepys the public servant, peculiar interest must necessarily attach to his only other acknowledged work, *Memoirs relating to the State of the Royal Navy of England*, for in this he appears as a naval administrator

pure

pure and simple, defending an official position in official language, with the help of statistics and official documents.

In form the *Memoirs* are a fragment of history—'the contents of one chapter of a greater number, wherewith the world may some time or other be more largely entertained upon the general subject of the *Navalia* of England.'[1] We know that Pepys dallied with the notion of becoming an historian from an entry in the *Diary*, where he receives with enthusiasm the idea of writing a history of the First Dutch War, 'it being a thing I much desire, and sorts mightily with my genius'.[2] Evelyn also, in writing of his friend's death on May 26, 1703, refers both to the *Memoirs* and to the larger design of which they were intended to be the forerunner. 'This day died Mr. Sam. Pepys, a very worthy, industrious, and curious person, none in England exceeding him in knowledge of the navy. . . . Besides what he published of an account of the navy as he found and left it, he had for divers years under his hand the History of the Navy, or *Navalia* as he call'd it; but how far advanced and what will follow of his is

[1] p. 128 *infra*.

[2] *Diary*, iv. 158 (June 13, 1664).

left

left, I suppose, to his sister's son . . . .'[1] The immediate occasion for the *Memoirs*, however, was not historical but controversial. A note at the end of one of the Pepysian Manuscripts[2] tells us that they were published about June, 1690, to defend the Special Commission of 1686 in general, and Sir Anthony Deane, Mr. Hewer, and Pepys himself, in particular, against the attacks of 'a strong combination' 'raised for the discrediting of the same'.

In May, 1679, Pepys had been driven from office by the Popish Plot. He had been succeeded in the Secretaryship of the Admiralty by Thomas Hayter, but with this had been associated other and greater changes. The whole office of Lord High Admiral had been placed in commission, with the result that for five years the higher administration of the Navy was entirely in the hands of incompetent and inexperienced men. 'No king,' wrote Pepys in his private minute-book[3], 'ever did so unaccountable thing to oblige his people by, as to dissolve a commission of the Admiralty then in his own hand, who best understands the business of the sea

[1] Evelyn's *Diary* (edition of 1879), iii. 165.
[2] Pepysian MSS., No. 1,490, p. 73.
[3] ib., No. 2,866, *Naval Minutes*, p. 76.

of

of any prince the world ever had, and things never better done, and put it into hands which he knew were wholly ignorant thereof, sporting himself with their ignorance.' The result was that the effective force at sea was reduced; the ships in harbour were allowed to fall out of repair; and waste and neglect appeared in every department of the administration. In May, 1684, however, the Admiralty Commission of 1679 was revoked, the office of Lord High Admiral passed once more into the hands of the King, with the advice and assistance of James, Duke of York, and on June 10 Pepys was recalled to the office of Secretary to the Admiralty, now formally constituted for the first time by letters patent under the Great Seal.[1] The result was a new experiment in organization—the establishment of the temporary Special Commission of 1686 to remedy the disorders in the navy which had been inherited from the reign of the Admiralty Commission of 1679–84. The purpose of the *Memoirs* was on the one hand to denounce the period of mismanagement, and on the other hand to defend the Special Commission of 1686 from the charges which had been brought against it.

[1] Pepysian MSS., *Miscellanies*, xi. 226.

A great part of the original materials from which the *Memoirs* are compiled is to be found in the Pepysian Library at Cambridge, in a manuscript volume entitled *My Diary relating to the Commission constituted by King James the Second, Anno 1686, for the Recovery of the Navy, with a Collection of the Principal Papers incident to and conclusive of the same.*[1] Among other papers, this contains 'A Memorial and Proposition from the Secretary of the Admiralty touching the Navy', bearing date January 26, 1685–6, which was presented to King James II, 'in his new closet' (the Lord Treasurer being, present), on January 29, 'where they received it both with extraordinary instances of satisfaction and concurrence'. This 'Memorial' opens with a comparison of the state of the Navy in 1679 and in 1684, in which the figures given do not differ materially from those in the *Memoirs*.[2] Next is an account of the state of the navy in January, 1686, which is evidently the source from which the corresponding section of the *Memoirs* was compiled.[3] Then follows a 'Proposi-

[1] Pepysian MSS., No. 1,490.
[2] pp. 2–5 and 8–9 *infra*.
[3] pp. 13–16 *infra*.

tion

tion' containing the suggestions which Pepys had to offer for the remedy of the chargeableness of the navy, and this is the original of the document bearing the same title, which is printed below.[1] The list given in the printed volume[2] of the necessary qualifications of those who were to be employed in the work of reorganization is also borrowed from the 'Memorial', which gives a much fuller account than that of the *Memoirs* of the steps which were taken to secure the services of the famous shipwright, Sir Anthony Deane. Pepys prints in the *Memoirs*[3] a list of shipwrights from his manuscript volume, but he does not print the somewhat libellous 'characters' of the different individuals named in it, which are to be found in the MS. Of these the description of Mr. Lawrence, the master shipwright at Woolwich, may be taken as typical: 'A low-spirited, slow, and gouty man . . . illiterate and supine to the last degree.' The purpose of this list of disqualifications

[1] pp. 19–22. The form in the printed *Memoirs* is that in which the manuscript was transcribed for the use of Sir Anthony Deane and his colleagues.

[2] pp. 25–6 *infra*.

[3] pp. 29–30 *infra*.

was

was to compel the King to come to terms with Sir Anthony Deane, and the method adopted was entirely successful.

The *Memoirs* deal with four other points of interest lying outside the problem of higher naval reorganization with which they are mainly concerned. (1) The defenders of the incapable administration of 1679–84 had attributed the decay of the thirty new ships built under the Act of 1677 to 'want of care in the choice of their materials, as being built either of East Country goods, or doted and decayed English timber'.[1] In the *Memoirs*[2] Pepys, with the aid of official documents, vindicates East Country plank, and attributes the decay of the ships to 'the plain omission of the necessary and ordinary cautions used for the preserving of new-built ships'[3]—want of graving and bringing into dock; neglect to clean and air the holds, 'till I have with my own hands gathered toad-stools growing in the most considerable of them, as big as my fists'[4]; exposure 'in hot weather to the sun broiling in their buttocks and elsewhere for want of cooling with water'[5]; and 'planks not opened

[1] Pepysian MSS., *Admiralty Letters*, x. 170.
[2] pp. 33–54 *infra*.
[3] p. 47 *infra*.
[4] ib. *infra*.
[5] p. 48 *infra*.

 upon

upon the first discovery of their decays, nor pieces put in where defective'.[1] (2) The *Memoirs*[2] print, presumably from the Pepysian MSS.,[3] James II's 'establishment about plate carriage and allowance for captains' tables', dated July 15, 1686—an attempt to revive discipline in the navy by giving the Admiralty a ready control over ships on foreign service, and at the same time so to improve the position of the captains as to put them beyond the reach of temptations to neglect public duty for private gain. (3) Pepys attempts a financial vindication of the Special Commission of 1686,[4] showing that the sums expended by it amounted altogether to £307,570 less than 'might unexceptionally have been expended' on the calculation of the original 'Proposition'; and notes that the salaries of the officials who effected this saving amounted to little more than £6,000 and the 'simple wages of a worn, unassisted secretary'.[5] (4) From the ample materials at his disposal he furnishes complete and orderly lists of the ships of the Royal Navy.[6] Some of this

[1] p. 48 *infra*. [2] pp. 55–68 *infra*.
[3] No. 2,867, *Naval Precedents*, p. 245.
[4] pp. 80–5 *infra*.
[5] p. 85 *infra*. [6] pp. 86–127 *infra*.

information

information was probably derived from his *Register of the Ships of the Royal Navy of England* now preserved in the Pepysian Library.[1]

Regarded as controversial literature, Pepys's *Memoirs* are extraordinarily methodical, temperate, and fair. The official documents are allowed to tell their own story; where they are condensed, our access to the original materials enables us to appreciate the skill, accuracy,[2] judgement, and sense of proportion with which the condensation is effected; and the writer contrives to preserve throughout a tone of reasonableness which was not any too common in the controversies of the day. Moreover the conclusions to which Pepys came are confirmed from independent

[1] Pepysian MSS., no. 2,940. The *Register* is printed in the *Descriptive Catalogue of the Naval Manuscripts in the Pepysian Library*, vol. i. (Navy Records Society Publications, vol. xxvi.)

[2] It is curious that Pepys, usually so accurate, should begin his *Memoirs* with a mistake. He speaks of himself (p. 1 *infra*) as 'now shut up in the Tower' in *April*, 1679. As a matter of fact he was not committed thither under the Speaker's Warrant until May 22 (*D. N. B.* xliv. 363). The last letter written by him as Secretary to the Admiralty is dated May 21 (Pepysian MSS., *Admiralty Letters*, ix. 284).

sources

sources. His condemnation of the administrators of 1679–84 is supported, as Macaulay points out,[1] by an expert from the French Admiralty; and his eulogy of the Special Commission of 1686 is justified by the report of the Commission of Public Accounts appointed in December, 1690,[2] under an Act passed in the first Parliament of William III.

In his concluding remarks[3] Pepys ascends for a moment from the plane of polemics to higher ground. The essential 'truths' of the 'Sea Œconomy' of England are as valid to-day as when he stated them more than two centuries ago—'that integrity and general (but unpractised) knowledge are not alone sufficient to conduct and support a navy so as to prevent its declension into a state little less unhappy than the worst that can befall it under the want of both': 'that not much more (neither) is to be depended on, even from experience alone and integrity, unaccompanied with vigour of application, assiduity, affection, strictness of discipline, and method'; but that what is needed above

[1] *History of England* (Longmans, 2 vols., 1880), i. 146.

[2] Dec. 26, 1690 (*Commons Journals*, x. 528).

[3] pp. 128–31 *infra*.

all

all things is 'a strenuous conjunction of all these'. And the *non nobis* with which he concludes his volume is not inconsistent with that sober Puritanism upon which this complex character was ultimately based—'and yet not such but that (even at this its zenith)' the navy of England 'both did and suffered sufficient to teach us that there is Something above both that and us that governs the world. To which (Incomprehensible) alone be glory.'

A correspondence on the bibliography of the *Memoirs* has been published in *Notes and Queries*,[1] from which it appears that some copies of the original edition contain manuscript corrections, apparently made at the same time and with the same ink and pen. These have been attributed to Pepys himself, and may very well have been made by him in the copies which he gave away

[1] *Seventh Series*, vol. vii, pp. 81, 196, 274, 315, 398. The writer of this Introduction desires to acknowledge his indebtedness for this reference to Mr. C. E. Doble of the Clarendon Press, who has also allowed him to see a copy of the *Memoirs* containing Pepys's corrections.

 among

among his friends. They have all been noted in the reprinted text.[1]

Although some of the corrections suggest that the author might have read his proofs more carefully in the first instance,[2] yet if they are taken as a whole, another inference may be drawn from them. Provided that the identification of the handwriting is correct, they show the characteristic care which Pepys afterwards took to make his defence of his naval administration accurate on points of form, as well as in all matters of detail.

J. R. TANNER.

St. John's College, Cambridge,
April, 1906.

[1] pp. 7, 19, 21, 22, 23, 24, 32, 39, 49, 50, 56, 65, and 76 *infra*.

[2] *Cf.* also the misprint for 'particularly' on p. 50 *infra*, line 16.

Memoires

Relating to the

STATE

OF THE

ROYAL NAVY

OF

ENGLAND,

For Ten Years, Determin'd

December 1688.

Quantis moleſtiis vacant, qui nihil omninò cum Populo contrahunt? Quid Dulcius Otio Litterato? Cic. Tuſc. Diſp.

LONDON:

Printed for *Ben. Griffin*, and are to be ſold by *Sam. Keble* at the Great *Turks-Head* in *Fleet-ſtreet* over againſt *Fetter-Lane*, 1690.

Memoires

Relating to the

STATE

OF THE

ROYAL NAVY

OF

ENGLAND.

'TWas in *April* 1679, when (my unhappy *Maſter*, his then *Royal Highneſs*, having but newly been commanded abroad, and my ſelf now ſhut up in the *Tower*) *His Majeſty* K. *Charles the Second* was led to the exchanging the *Method*, wherein the *Affairs* of his *Admiralty* had for ſome years before been manag'd under his own Inſpection, for that of a *Commiſſion*, charg'd with the *Execution* of the whole *Office* of his *High Admiral.*

April 1679

Admiralty-Management altered.

An

The Juncture proper for the Alteration.

An *Occurrence* carrying this in it of peculiar; That no one *Article* of *Time* appears within the whole *History* of our *Navy*, wherein this could have fallen out more equally towards the *Persons* immediately interested in the *Alteration.* Forasmuch as (by occasion of a *War* then newly in agitation with *France*) the *State* of the *Navy* had past an *Inquisition* so publick and solemn (extant at this day in the *Registers* both of *Parliament* and its own) as no time can shew to have at once been ever before taken; leaving no room for Controversie (under any future *Events*) touching the condition wherein the *Navy* was at that time, either deliver'd over by the *one*, or taken in charge by the *other.*

Inquisition into the Navy by Parliament.

State of the Navy then.

Which Condition *was shortly this*, viz.

Ships in Sea-Service.

I. The *Gross* of the *Fleet* of *England* was in that state of *Repair*, as (in prospect of the forementioned *War*) to have had but few Months before, and upon less than four Months warning,

ing, actually in *Sea-ſervice* and *Pay*, compleatly furniſhed with ſix Months *Sea-ſtores*, *Eighty three* of His *Majeſties* own *Ships* of *War* and *Fire-Ships* (over and above Merchant-men, and the numerous Train of *Ketches*, *Smacks*, *Yachts*, and other ſmall Craft, attending the ſame) and theſe of the higheſt, as well as other Rates, employing in the whole above 18000 Men, as follows.

Abſtract *of the* Fleet *in* Auguſt, 1678.

		N°	*Men.*
Rates	1	5	3135
	2	4	1555
	3	16	5010
	4	33	6460
	5	12	1400
	6	7	423
Fire-Ships		6	340
	Total	83	18323

Of which were left in like *Sea-Pay* at the time of my *Confinement*, Three-

ſcore and Sixteen of the following *Rates*, bearing 12000 Men.

Abſtract *of the* **Fleet,** *left by Mr.* Pepys *in* Sea-pay, April 1679.

		N°		
Rates	1	1		*Men.*
	2	3		
	3	15		12040
	4	30		
	5	12		
	6	7		
Fire-Ships		8		
Total		76		

Condition of thoſe in Harbour.

II. The whole *Reſidue* of the *King's* Repairable *Ships* were (upon no leſs ſolemn an *Enquiry*) reported within the ſame time, by the *Surveyor* of his *Navy*, and *Body* of the *Navy-Board*, in a condition of being throughly fitted for the *Sea* and furniſh'd with *Sea-ſtores* for 50000 *l.*

Stores in Magazine.

III. And towards this, and the anſwering what extraordinary *Supplies* this

this *Fleet* (had not the War prov'd abortive, and the *Ships* with their *Stores* been thereby in the main ſoon brought in and laid up) might have had occaſion for, beyond its fore-mention'd ſix Months; a further *Reſerve* remain'd untoucht in *Magazine*, to the value of *Threeſcore thouſand pounds.*

IV. Laſtly, A *Force* additional to all this of Thirty *Capital Ships* was then actually in *Building*; Whereof Eleven newly *Launch'd*, and the Remainder (all of them) under an aſſiduous proſecution upon the *Stocks*. An Addition, rendering the *Whole* a Security not unequal (ordinary *Providence* concurring) to the publick *Ends* of it, in the maintenance of the *Peace* and *Honour* of the *Government* on *Shore*, and ſupport of its ancient, rightful, and envy'd *Title* to *Dominion* at *Sea*.

Thirty Capital Ships in Building.

This was the *Poſture* of the *Royal Navy* at the time of my *Removal* from it. Concerning which I ſhall take the

the liberty only to ſay, That though I am one, who could never think any room left for a *Subject's* Supererogating in the honeſt *Service* of his *Prince*; yet cannot I but own ſo much content in the contemplation of that little *Part* I had born in the rendring it ſuch, as may reaſonably ariſe from the not being conſcious of any one *Inſtance* to be ſhewn me through the whole *Marine Hiſtory* of *England*, of a time wherein its *Navy* had been ever before recorded in a better.

State of the Navy of England *in no time better.*

And ſo ſets out this *Commiſſion* in *May* 1679, continuing in its Execution five years.

May 1679, *Commiſſion of the Admiralty, its Date and Duration.*

During which, being my ſelf wholly ſequeſtred from that and all other *Publick Affairs*, Thoſe of the *Navy* became foreign to me; as having no other Notices concerning them, than what too often occurr'd in common converſation, touching the *effects* of *Inexperience* daily diſcovering themſelves in their *Conduct*; and (what was no mean *Addition* to it) the unconcernment

Conduct thereof obſerved.

ment wherewith his then *Majesty* was said to suffer his being familiarly entertain'd on that Subject; while at the same time his transcendent *Mastery* in all *Maritime*[1] *Knowledge*, could not (upon the least *Reflection*) but bring into his view, the serious *Reckoning* the same must soon or late end in, to his *Purse* and *Government*. As at the five *years* end it prov'd to do.

When (in *May* 1684.) being self-convinc'd of the inexpediency of his longer continuing the *Navy* under that *Management*, He was pleas'd to come to a sudden determination, of resuming the Business of it into his *own Hands*, assisted by his *Royal Brother* then come back, and by his Commands, (neither sought-for, nor foreseen, but brought me expressly from *Windsor* by the Lord *Dartmouth*) to require my immediate Return to the *Post* I had formerly had the *Honour* of serving him at, therein.

May 1684.

Navy resumed into the Kings own hands, assisted by his R.H.

Mr. Pepys *recalled.*

Pursuant hereto, the late *Commission* being

Admiralty Commission dissolved.

[1] *Maritime corr.* S. P.

A Review of the Navy as returned to the King, here stated.

being diſſolv'd, and His *Majeſty* taking to himſelf the Perſonal *Direction* of its *Work*; He judg'd it for his *Service* to begin with a freſh *Enquiry* into the *Condition* wherein his *Navy* was now return'd him, and found the *Reſult* of it this.

Ships at Sea.

I. *Four and Twenty* of his *Ships* (and no more) were then at *Sea*, and thoſe of the following *Rates* (not one above a fourth) employing but 3070 *Men.*

Abſtract *of the* **Fleet** *at* Sea *at the* Cloſe *of the* Commiſſion *of the* Admiralty, May 1684.

		No.	*Men.*
Rates	4th.	12	2120
	5	5	560
	6	5	325
Fire Ships		2	65
	Total	24	3070

Condition of thoſe in Harbour.

II. The *Remainder* of the *Navy* in *Harbour* ſo far out of *Repair*, as to have had the *Charge* of that alone (without *Sea-Stores*) eſtimated juſt before

fore by the ſame *Surveyor* and *Board*, at no leſs than *One hundred and twenty thouſand Pounds.*

III. And towards this, a *Magazine* of *Stores*, as lately reported from the ſame *Hands*, not to amount to *Five thouſand Pounds.* *Magazine.*

A *Magazine*, ſo unequal to the Occaſions of ſuch a *Navy*; that whereas *Peace* us'd evermore to be improv'd to the making up the *waſteful effects* of *War*. This appears (after the longeſt *Vacation* of a *Home-marine Peace*, from the *Reſtauration* of the *King* to this *Day*) to have brought the *Navy* into a *ſtate*, more deplorable in its *Ships*, and leſs relievable from its *Stores*, than can be ſhewn to have happen'd (either in the *One*, or the *Other*) at the *Cloſe* of the moſt expenceful *War*, within all that time, or in *forty years* before. *That Magazine conſidered.*

IV. *Eſpecially*, when in this its *General* ill plight, conſideration ſhall be had of that *Particular* therein, which relates to the *Thirty New Ships*. Not more *Ill State of the* 30 *New Ships.*

more ſurprizing for the *Fact*, (after the ſolemnity and ampleneſs of the *Proviſion* made for them by *Parliament*) than important for its *Conſequences*. Foraſmuch as in theſe Ships reſted not only that, by which the preſent *Sea-ſtrength* of *England* ſurmounted all it had ever before had to pretend to, and the utmoſt that its preſent *Woods* (at leaſt within any reaſonable *Reach* of its *Arſenals*) ſeem now able to ſupport with *Materials*, or its *Navigation* with *Men*; but that *Portion* alſo of the ſame, upon which alone may at this day be rightfully ſaid to reſt, the *virtue* of the *whole*, oppos'd to the no leſs conſiderable *Growths* in the *Naval ſtrengths* of *France* and *Holland*.

Import of thoſe Ships.

The greateſt part nevertheleſs of theſe *Thirty Ships* (without having ever yet lookt out of *Harbour*) were let to ſink into ſuch Diſtreſs, through *Decays* contracted in their *Buttocks*, *Quarters*, *Bows*, *Thick-ſtuff* without *Board*, and *Spir-kettings* upon their *Gun-decks* within; their *Buttock-Planks* ſome of them *ſtarted*

The illneſs of their State particularized.

ſtarted from their *Tranſums*, *Tree-nails* burnt and rotted, and *Planks* thereby become ready to drop into the *Water*, as being (with their Neighbouring *Timbers*) in many places periſh'd to *powder*, to the rendring them unable with ſafety to admit of being *breem'd*, for fear of taking *Fire*; and their whole *ſides* more diſguis'd by *Shot-boards* nail'd, and *Plaiſters* of *Canvas* pitch'd thereon (for hiding their *Defects*, and keeping them above *Water*) than has been uſually ſeen upon the coming in of a *Fleet* after a *Battle*; that ſeveral of them had been newly reported by the *Navy-Board* it ſelf, to lye in danger of *ſinking* at their very *Moorings*.

Exceſſive Charge of theſe Ships, unaccounted for.

And *this*, notwithſtanding above *Six hundred thouſand pounds* (not yet accounted for by the *Navy-Board*) ſpent in their *Building* and *Furniture*, with above *Threeſcore and ten thouſand pounds* more demanded for compleating them, amounting together to 670000 *l.*; and therein *exceeding*, not only

only the *Navy Officers* own *Eſtimates*, and their *Maſter-Ship-wrights Demands*, but even the *Charge* which ſome of them appear'd to have been actually *built for*, by above *One hundred* and *ſeventy thouſand pounds.*

The Fond for them well anſwered.

And notwithſtanding too, the flowing in of the *Monies* provided for them by *Parliament*, faſter (for the moſt part) than their *Occaſions* of employing it.

Proviſions for ſecuring an Account of theſe Ships, yet ineffectual.

In a word; notwithſtanding the *ſtrict Proviſion* made by *Parliament*, the repeated *Injunctions* of His *Majeſty*, the *Orders* of the then *Lord Treaſurer*, and ampleneſs of the *Helps* purpoſely allow'd (to the full of their own *Demands and Undertakings*) for ſecuring a ſatisfactory *Account* of the *Charge* and *Built* of the ſaid *Ships.*

400000 l. per Annum paid the Navy all this while.

V. *Laſtly*, While the *Navy* (under this five *years* uninterrupted *Peace*) was ſuffer'd to ſink into this calamitous eſtate, even to the rendring ſome of its *Number* wholly *irrepairable*, and reducing others (the moſt conſiderable in

in *Quality*) to a *Condition* of being with difficulty kept above *Water*; the *Navy* (as His *Majesty* was then assur'd by the *Lord Treasurer*) had been all that while supply'd, (one year with another) with *Four hundred thousand Pounds* per Ann.

Death of K. Charles, *Febr.* 1684. K. James *falls immediately upon the redress of the Navy, by the Officers thereof.*

Which being then the *Condition* of the *Navy*, and (as such) not receptive of any sensible *Amendment* within the short remainder of the *Life* of *King Charles*; his *Royal Brother* King *James* (upon his coming to the *Throne* in *February* following) was pleas'd to take among the first of his Cares this of the *Navy*, by an immediate application to the animating and enabling its *Officers* (with suitable Supplies of *Money*) to an industrious and effectual *bestirring* themselves towards the *redressing it.*

But after a years proof wholly unsuccessful.

But with such unsuccessfulness (after a whole *year's* Proof of their *Performances*) as upon a fresh *View* of its *State*, taken in *January* 168$\frac{5}{6}$, to discover it self still declin'd to a yet more deplor-

State of the Navy, January, 1685.

deplorable degree of *Calamity*; as follows,

90000 *l.* *ſpent fruitleſly.*

I. After the *Expence* in *Workmanſhip* and *Materials* of above *Ninety thouſand Pounds*, the *Navy-Officers* ſtill demand for the *Repairs* of the *Fleet* the very ſame *Sum* the *Works* had by themſelves been valu'd at, before a *Penny* of that *Ninety thouſand pounds* had been laid out.

Ships not Graved.

II. Not a *Quarter* of the *Ships* grav'd, which *themſelves* had propos'd the having done within that time, and been expreſly ſupply'd with the *Monies* demanded for it.

No Ships in preſent readineſs for Service upon an Exigence.

III. But one fourth *Rate*, and not ſo much as one *Fifth*, found (in the *Exigence* of the *Duke* of *Monmouth*'s *Invaſion*) in a condition of being got to *Sea*, in leſs than two *Months*, but by robbing of the very *Harbour-Guard.*

The 30 *New Ships not yet gone in hand with,*

IV. Several of the 30 *Ships* (reported near two years ſince in a condition of *ſinking*) not yet ſo much as gone in hand with, though *Money* ex-

expreſly ſupply'd for that uſe too, by the Lord Treaſurer.

Though Money ſupply'd.

V. Their *Stores* alſo of greateſt *value*, and calling for moſt time to provide (ſuch as *Cables*, *Sails*, &c.) ſo much wanting, either through *Decay*, or being (in neglect of the *Statute*) diverted to *other uſes*, as not to have any one of them furniſh'd for the *Sea*, had they been otherwiſe in *Condition* for it.

Their Stores alſo wanting.

VI. *Twice* as much time now demanded for fitting out *forty two* Ships, as had a year and half ſince been ask'd for *fifty five*.

The Time asked for fitting out Ships, more than doubled.

VII. Not the leaſt *Proviſion* made of *Long Timber* or *Plank*, for anſwering the moſt preſſing and weighty works of the *Growing year*; though the greateſt Part of the *Money* demanded for that uſe alſo, had been actually *advanc'd*, and the *Reſidue* lay in a known readineſs to be ſo, as faſt as call'd for.

No Proviſion made of the moſt neceſſary Materials, though Money ſupply'd for that alſo.

VIII. *Three Years* ſtill inſiſted on for the *Repair* of the *Fleet*, while *five Months*

Time length-

ened beyond measure for repair of the Fleet.

Months only rested unexpir'd of the time, within which (by former *Calculations* of their own) the *whole* was to have been *finish'd*.

Notwithstanding all Helps, the Fleets decays outgrow their Cure.

IX. *Lastly*, After the utmost *proofs* of the *Procedures* of this *Board*, assisted by *Money* to the height of their *Demands*, it seem'd manifest to *His Majesty*, that the *Fleet's Decays* outgrew their *Cure*; and that should no other *course* be found for the remedying it, than what was now *stirring* among the *Navy Officers* (whose *Estimates* of the very same *date* were found sometimes to differ not less than *double*, nay even *treble*, in the *Charge* of the *Repairs* of the very same *Ship*) no time could be assign'd, within which (if ever) their *Decays* (even as they then stood, without ought allow'd for their greatnings by *Delay*) could have their *Repairs* depended on.

Navy Officers Estimates of Repairs inconsistent.

Nor any time to be depended on for the dispatch thereof.

Causes of these Evils what, and what not.

From whence, and from the *King's* being in an especial manner convinc'd, that no part of these *Evils* sprang from the want of *Money*, *Hands*, *Materials* or

or *Time*, but from other *Imperfections*, obvious enough, but uneasie to be now rectify'd in the *Persons* principally accountable for them; and considering likewise the necessity of having some instant and effectual *Remedy* provided, e're the *mischiefs* attending this *Management* became (what *one years* delay more must, at least as to the New Ships, have render'd them) insuperable: He was pleas'd (in subserviency to his own) to require my *Thoughts* touching the *Methods* most likely to compass his *Royal Aim* herein, and how far that (with the other standing and indispensable *Charges* of his *Navy* at *Sea* and in *Harbour*) might be together answer'd with 400000 *l. per Annum*; the Sum the then *Lord Treasurer* first proposed the way of providing, and the *King* his Readiness to have set entirely apart for it.

Some instant Remedy necessary.

To be (with the other necessary charges of the Navy) defrayed with 400000l. per Ann.

Which accordingly I soon after presented him with, in the *Terms* following.

To the *KING*.

Sir,

THOugh *the general and habitual* ſupineſs, waſtefulneſs *and* neglect *of* Order *univerſally ſpread through your whole* Navy, with the No-proviſion *yet made of Materials the moſt neceſſary and difficult to be found for this ſo great* Work; *adding thereto the impoſſibility of arriving at any perfect knowledge of the* weight *of that* work, *from the diſagreements daily diſcovered between the* Eſtimates *and real* Charge *of* Works *when perform'd; and laſtly, the heavy conſequences of any* Failure *that may happen in its Execution, ſeem to render any peremptory* undertaking *herein* (*from* me *at leaſt*) *very unſafe, if at all juſtifiable. Yet ſo much am I acquainted with the Power of* Induſtry *and* Good Husbandry, *joyn'd with* Knowledg *and* Methodical Application (*no two of which ſeem at this day ſtirring together in any Part of your* Naval Service) *that after weighing every Article of what I am by your* Majeſty's *Com-*

Tender of undertaking ought.

Command now going to offer you, I am satisfy'd that your Majesty *may reasonably expect the services mention'd in the following* Proposition, *Viz.*

Mr. Pepys's *Proposition.*

Proposition.

That *with* 400000 l. per Annum, *supply'd by* 100000 *l. within each* Quarter, *and in a known and effectual* Order *of* Payments, *to be pre-adjusted with the* Persons, *who (being rightly*[1] *qualify'd for it) shall be intrusted by your* Majesty, *with the* Management *thereof, and assisted with your* Authority *in all matters conducing to the* Recovery *of the lost* Discipline *and* Industry *of your* Navy; *the* Retrenchment *of all unnecessary* Charges *and* Wastes; *the encouraging and improving all means of* Good Husbandry *and reasonable* savings; *and the due* Correction *of all* misdoers *in any of the* Premisses; *your* Majesty *may expect the* Effects *following*, Viz.

400000*l. the Fond assign'd for it, with the conditions of the Proposition.*

I. The whole ordinary charge *of your* Navy *on* Shore *and in* Harbour *to be fully defray'd, and therein the* Hulls

Ordinary charge and works

[1] *rightfully corr.* S. P.

of the Navy.

Hulls *of your* Ships *duly kept in their* ordinary Repair, *grav'd* (*as by the* Rules *of the* Navy *they ought always to have been*) *by one* Third *every* year, *and ſupply'd with* Ground Tackle *ſufficient for their ſafe* mooring; *and your* Offices *alſo and* dwelling Houſes, Store-Houſes, Wharfes, Cranes, *and* Keys *to be throughout put into, and kept in their* Ordinary repair.

Extraordinary Repairs deſcribed.

II. The extraordinary Decays *under which the* Body *of your whole* Fleet in Harbour *now lies, to receive the full of their* Repair *alſo, to the utmoſt of what has been yet diſcover'd and deſcribed in the laſt and higheſt* Surveys *and* Eſtimates *preſented of them to your* Majeſty *by your* Navy Officers, *amounting* (*with their* Stores) *to* 220000 *l.*; *and this* (*with the finiſhing the Three* New 4*th.* Rates) *to be compleated within the* year 1688.; *and ſo done, that your* Majeſty *and your* Lord Treaſurer *may* (*according to the ancient and rightful* Methods *of the* Navy) *be ſatisfy'd at the end of each* ſer-

	l.
Repaires —	132000
Sea-Stores -	88000
Tot —	220000

Within what time, and how to be performed.

ſervice, *how the* Charge *thereof has concurr'd with, exceeded, or fallen ſhort of their* Eſtimates, *and the* Monies *ſav'd there-from be made good to your* Majeſty, *where too much; or the* ſervice *further provided for by* ſupplimental Eſtimates, *where the firſt has fail'd of anſwering the* real Charge.

III. Theſe Ships (*as faſt as repair'd and fitted in their* Hulls) *to be in like manner compleatly ſupply'd with ſix* Months Sea-Stores, *and thoſe ſeparately laid up and preſerv'd for uſe, whenever the Service of their reſpective* Ships *ſhall call for them.* *To be furniſhed with Sea-Stores.*

IV. The ſame Number of Ships, *and of equal* Rates *with those deſign'd by your* Majeſty *in your late* Declaration *for* 3000 *Men for the preſent* year, *to be maintain'd at* Sea *in their full* Wages, Victuals, Wear *and* Tear, *for anſwering all your* Foreign Occaſions; *With this* Addition, *that for the advancing*[1] *the* Honour *of your* Majeſty *and your* Government, *and the* maintenance *of your* Right *of* Sovereignty *in theſe* Seas, *The preſent Declaration for Sea Service to be made good and more.*

[1] *advaning corr.* S. P.

Seas, *beyond what appears to have been ever yet provided for it in time of* Peace; *your* Majesty *may* (*instead of the three* small Ships *design'd by that* Declaration *for your whole* Channel-Guard, *mann'd but with* 275 Men) *have a Squadron of ten* Ships, *consisting of one* 3d. *four* 4th. *three* 5th. *and two* 6th. *Rates, mann'd with no less* than [1] 1310 Men, *besides* Yachts.

The present want of small Frigates to be supplied by two in each year.

V. Lastly, *In consideration of your* Majesty's *present and growing* Want *of nimble and less chargeable* Frigats, *for answering the ordinary* Occasions *of your* Service, *and which* (*through the general* Age *of your* Old *ones*) *you have already in some degree, and will indispensably be yet more constrain'd to supply, by* Ships *of less* use *and greater* Charge; *you may also expect a* Recruit *of such* Vessels *supply'd you new off of the* Stocks, *by two in each* year.

A Supplemental Proposition, *Relating to your* Ships *at* Sea.

The Ships at Sea to

As to your Ships *at* Sea, *whose* Repairs *not being included in the precedent* Proposition,

[1] than *add.* S. P.

ſition, *will nevertheleſs (through their long continuances abroad) require being lookt after, as faſt as your* Service *will admit of their being call'd home; your* Majeſty *may reaſonably depend upon having them alſo put into a full* Repair, *and ſupply'd with ſix Months* Sea-Stores, *and both them, and the whole* Fleet, (*when once in like manner* repair'd) *kept for ever ſo (or made good by* New *ones to be built in their* Rooms, *as they become* irrepairable) *without other* Charge *to your* Majeſty, *than what ariſes from the* Allowance *ordinarily made for* Wear *and* Tear *during their ſtays abroad, rated but at* 22 s. per Man *a* Month, *inſtead of the* 30 s. *at which it has ever hitherto been eſtimated, and never yet prov'd to have Coſt the* Crown *ſo little.*

be repaired, and they and the whole Navy kept for ever ſo, or new ones [1] *built, for* 22*s.* per *Man a Month Wear and Tear.*

Digeſted by the Command, and ſubmitted with all Humility to the Correction of Your Majeſty.

S. Pepys.

[1] ones *add.* S. P.

This

The Proposition approved.

This done, and the *King* with the Lord *Treasurer* upon several *Debates* approving it; His *Majesty* was pleas'd to determine upon an immediate putting the same in *Execution*, by suspending for a time the ordinary *Methods* of his *Navy*, and calling in to his Assistance some other *Hands*, upon whose *Experience* and *Industry* (in conjunction with a *select* Number of the present *Board*) he conceived he might with better security rely for the future success of his *Service: Contented* nevertheless (though[1] from an *Expectation* wholly unsuccessful) to continue the *Remainder* of them (freed of all other *Services*, than that of bringing-up the *Accounts* of their own time, and more particularly of the *Thirty New Ships*) in the same full *Salary* during this *Suspension*, which they before enjoy'd, and was not now to be exceeded even to *Those* on whom was to lie, the *Care* of *Recovering* in *Three* years, what under them had in the *miscarrying* cost the Crown *Five*.

Present Methods of the Navy to be suspended, and new hands entertained.

The old Board nevertheless to be kept in full Salary.

[1] though *add.* S. P.

To=

The New Hands to be chosen by their Qualifications; and those Qualifications what.

Towards putting which in practice, the first step was the *Choice* of the *Hands* so to be entertain'd. Wherein (as in the former) His *Majesty* requiring the service of my *Place*, I could not think of a more proper *Method* of discharging my *Duty* in it, than by laying before him (for his better distinguishing who *were*, from who *were not* fit for his Use, on an Occasion so little able to bear with any mistake therein) the *Qualifications*, which (as far as they were attainable) I conceiv'd ought to be aim'd at, in preference to all other *Regards*, in this *Election*. And these I accordingly with all submission tender'd him, in the Order and Terms following, *Viz.*

Practiced Knowledge.

I. A Practic'd Knowledge *in every Part of the* Works *and* Methods *of your Navy, both at the* Board *and in your* Yards. *The not discerning of which (and the others that follow) appears to have cost your* Royal Brother *and* You *within the forementionʼd five years, above half a* Million.

II. A

Account-antſhip. *II. A* General Maſtery *in the buſineſs of* Accounts, *though more particularly thoſe incident to the Affairs of Your* Navy.

Vigour. *III. Vigour of* Mind, *joyn'd with approv'd* Induſtry, Zeal, *and* Perſonal *aptneſs for* Labour.

Cloſeneſs of Application. *IV. An entire* Reſignation *of themſelves and their whole time to this Your Service, without lyableneſs to* Avocation *from other* Buſineſs *or* Pleaſure.

Credit for integrity and Loyalty. *V. Laſtly, ſuch* Credit *with your* Majeſty *for* Integrity *and* Loyalty, *as may (with the former conditions) lead both Your* Self *and my Lord* Treaſurer, *to an entire confidence of having all done that can be morally expected from them, in the* Advancement *of your* Service, *and the Circumſpect and Orderly* Diſpenſing *and* Improving *of your* Treaſure.

The Kings choice. Which *Limitations* His *Majeſty* having by a deliberate and diſtinct Application of them to the Nature, Importance, and multiplicity of the *ſervices* to be at the ſame time painfully and knowingly attended to in this

this Affair, he judg'd them of behoof to be obſerved; and after a moſt ſolicitous enquiry made, and Collection had of as many Perſons (and all, God knows, but few) as the Navy of *England* could furniſh him with, qualify'd in any competent wiſe to anſwer the Characters beforemention'd, He was pleas'd to fix his choice upon

Sr. *Anthony Deane.*
Sr. *John Berry.*
Mr. *Hewer.*
Mr. *St. Michel.*

And this with ſo little privity on their part to ought of His *Majeſties* Proceedings herein; That could the *King* have ſatisfy'd himſelf in the fitneſs of any one other Perſon within his *Dominions* for ſupplying his Room, Sir *Anthony Dean* had prevail'd for his being excus'd. So inſtant, even to Offence (as the then Lord *Treaſurer* will, I perſwade my ſelf, eaſily remember) were his *Solicitations* to be ſo;

Sir Ant. Dean's *endeavour to avoid it.*

ſo; as having (beſides his being now ſettled in a more beneficial *Courſe* of Negotiation) induſtriouſly flung up (in the Year 1680) the ſame *Charge* of a *Commiſſioner* of the *Navy*; from his early proſpect of its falling into that *Condition*, in which His *Majeſty* now found it, and out of which he was therefore pleas'd finally to inſiſt upon Sir *Anthony Deane's* return to his *Aſſiſtance* in the reſcuing it.

The Kings final inſiſting on his Service.

Nor was the *King* led to this ſingularity of Opinion in favour of Sir *Anthony Deane*, from any leſs inducement, than what aroſe from a deliberate peruſal of a Memorial I had on that Occaſion prepar'd for him, containing a Liſt of every Perſon then occurring to me (whether in or out of his *Service*) of more than common reckoning among the *Profeſſors* and *Practicers* of *Shipwrightry* within this Kingdom. Which Memorial I here ſubjoyn, as evidencing more than enough the *reaſonableneſs* (or rather *neceſſity*) of this his *Majeſty's* Choice, in

And his inducement to the Choice of him.

in the bare application of the fore-mention'd conditions (respectively) to the Persons nam'd therein.

March 9. 168$\frac{5}{6}$

A **Memorial** *for the* King *towards the* Choice *of a Person (qualify'd as a* Shipwright) *to supply the want of* Sir Anthony Deane, *in the* Commission *now prepared for the* Navy; *the same seeming Reducible, To such as are in the Service, either of*

The King, *as his*

	Places.	Persons.
Commissioners at the	*Navy Board*	*S. J. Tippets* *S. Phin. Pett*
Master Shipwrights at	*Chatham*	Mr. *Lee*
	Portsmouth	Mr. *Betts*
	Deptford	Mr. *J. Shish*
	Woolwich	Mr. *Lawrence*
	Sheerness	Mr. *Furzer*
Master Shipwrights Assistants at	*Chatham*	Mr. *Dummer* Mr. *Pett*
	Portsmouth	Mr. *Stiggand*
	Deptford	Mr. *Harding*

A List of the most eminent present Shipwrights of England.

Or

Or the Merchants, as

	Places.	Persons.
Private Builders at	*Blackwal*	Sir *H. Johnson* Mr. *Collins*
	Deptford	Mr. *R. Castle*
	Redr. Ratcl. &c. in the *Thames.*	Mr. *Graves* Mr. *Jon. Shish* Mr. *Barham* Mr *Narbrow*

By the King's Command,

S. PEPYS.

The general Scheme of the Provision now made of Hands, for the service of the Navy.

And so the *Provision* made by His *Majesty* for conducting the *whole* of his *Growing* services, and adjusting the *Accounts* of those *past*, was concerted out of the *Old*, assisted by *New Members*, under the following *Distribution*, Viz.

The

	The whole of the Commission.	For the Growing Services. At the Board.	For the Growing Services. At the Yards.	For adjusting the past Accounts.
Old	L. *Falkeland*	L. *Falkeland*		L. *Falkeland*
Old	S. *J. Tippets*			S. *J. Tippets*
Old	S. *R. Haddock.*			S. *R. Haddock*
Old	S. *P. Pett*		S. *P. Pett* at *Chatham*	
Old	S. *J. Narbrough*	S. *J. Narbrough*		
Old	Mr. *Southerne*			Mr. *Southerne*
Old	S. *R. Beach*		S. *R. Beach* at *Portsmouth*	
Old	S. *J. Godwin*	S. *J. Godwin*		
New	S. *Ant. Deane*	S. *A. Dean*		
New	S. *J. Berry*	S. *J. Berry*		
New	Mr. *Hewer*	Mr. *Hewer.*		
New	Mr. S. *Michael*		Mr. St. *Michel* at *Dept.* & *Woolw.*	

The Lord *Falkeland* remaining *Treasurer* for the Whole.

The Kings Commission pursuant thereto. April 17. 1686.

Pursuant to this *Scheme*, the *King* by his *Letters Patents* of the 17*th.* of *April* 1686. after declaring that the *Enquiries* he had made since his coming to the *Throne* into the *State* of his *Royal Navy*, had discover'd it such, as

as call'd for ſome extraordinary *Application* for the putting it into that *Condition* of *Force* and *Diſcipline*, whereto his *Royal* Purpoſe was to reſtore and advance it; and that the weight and diverſity of *Works* to be now perform'd, with greater *Vigour* and *Good-Husbandry* than he found to have been for ſome time [1] exercis'd therein, requir'd a *Diſtribution* of them anſwerable to the different *Qualifications* of the *Perſons* he had to intruſt with them; conſtituted theſe *Gentlemen* his *Commiſſioners*, charg'd with the *Duties* aſſign'd to each in the foregoing *Table*, and the *Inſtructions* annext to their *Commiſſion*. Among which, to thoſe intruſted with the *growing ſervices*, this was one, *Viz.*

The Workes of the Navy to be better look'd after.

That foraſmuch as from the preſent Diſorders *under which the whole buſineſs of the* Office *of his* Navy *was fallen, through the* liberty *for ſome time taken of committing the moſt important Parts of it to* Clerks *and inferiour* Inſtruments, *in lieu of the* Officers *themſelves per-*

Theſe Commiſſioners made equally account-able for the whole.

[1] sometime *corr.* S. P.

perſonally charg'd therewith, He had (anſwerable to what was ſucceſsfully done by His Royal Grand-father, *King* James, *on a like Occaſion) thought it neceſſary to put the ſame into* Commiſſion, *until the ancient* Order *and* Diſcipline *of it being recover'd, he might with ſafety reſtore it to its former* Method *of* Inſtitution; *He declares His Royal* Intention *and* Expectation *to be, that theſe his* Commiſſioners *hold themſelves* jointly accountable *for the well performance of the* whole, *and ſtand* equally *chargeable with the* Failures *found therein.*

The Commiſſion to operate from Lady Day. 1686.

And ſo they enter'd upon the *Execution* of this *Commiſſion*, as from *Lady-Day* 1686; directing their firſt ſtep to the finding out the true Source of this *ſo unexampled Evil* they were now to contend with, in the moſt tender Part of their Charge, namely, the *New Ships*. Than which as nothing could be more deſerving their niceſt ſearch, with regard to the publick import of the ſubject of it. So neither could any thing be of more

Enquiry into the true Cauſe of the New Ships decays.

particular moment to them, whom the King had thus intrusted with the *Cure*, than an explicite Knowledge of the *Origine* of the *Disease*.

Taking therefore this for the proper place of doing it, I here insert a short Account of the issue of those *enquiries* of these Gentlemen thereinto; and the rather, for the sake of the *unaccountableness* of their *Suggestions*, who would have it wholly imputable to the *Hastiness* of the *Building*, the *Greenness* of the *Stuff*, and especial *Effects* of the *East-Country-Timber* and *Plank* wrought thereon.

Vulgar suggestions touching the same.

To the two former of which, it was made appear to His *Majesty*, that the *Ship* the *quickest* built of the whole number lay full *nine* months upon the Stocks, and but *seven* of the thirty less than an entire *Year*. Whereas diverse Instances were produc'd out of his *Old Navy*, where the *Timber* had been standing, cut, and converted, and the *Ships* built therewith, and launched in *six months*; without having one

Hastiness in Building and Greenness of Stuff, not chargeable therewith.

Plank

Plank ſhifted in them (but for *Shot*) in *Eight* or *Nine Years* after. While on the contrary, *three* and *twenty* of theſe *Thirty* lay from *one* to full *two*, *three*, and *four Years* in building, and the laſt of them more than *five*; till above *one hundred pounds* was demanded by her *Builder* for repairing the Decays of her very *Keel*, as ſhe lay upon the *Stocks*.

And for what concerns the Uſe of *Eaſt-Country-Stuff*; it was no leſs alſo ſhewn to the *King*, that ſeveral *Ships* were then ſubſiſting in his *Navy*, planked with no other, which after the ſame Service of *eight* or *nine Years*, were by many degrees in better *Condition*, than moſt of theſe at *three*. *Nor the uſe of* Eaſt-Country-Stuff.

It was moreover obſerv'd, that not above *Five* hundred of *Five* and *Thirty Thouſand* Loads of *Timber*, provided for theſe Ships, were of *Eaſt-Country-Growth*. *Forreign Timber little.*

And that for *Plank*; had the *Officers* of the *Navy* (after twenty years currant uſe of it) met with any preſent Ground *Forreign Plank, not wanting, in*

this particular case.

for suspecting it, there had been *English* enough (and of proper *Thicknesses*) contracted and paid for by the *King*, for answering all the Occasions of their *Buttocks* and *Hoodings* from the *Water's Edge* to their *Gun-deck-Ports* (where this *Evil* was observ'd principally to seize them) without resorting to the use of one Inch of *East-Country*.

Their Materials, (as well Forreign as Domestick,) well reported of by the Master-Builders.

The *Master-Builders* too, unanimously asserted the good Condition of all the *Timber* and *Plank* (whether *English* or *Forreign*) us'd on this Work, equal to the best they had ever known in the *Navy:* Besides the universality of the Practice of all the *Northern Nations*, and not them only, but the *Dutch*, *French*, and (for several years past) our *own Merchant Builders* too, in the use of this *Commodity*. Nor (in a word) did any one Ship appear, among the whole *Thirty*, more complaining, than some of them, upon which not one Foot of *Eastland-Plank* or *Timber* had been wrought.

Universal Practice in approval of East-Country-Stuff.

No Ships worse, than some that had none of that Commodity in them.

All

All which notwithſtanding; ſuch did theſe *Gentlemen* eſteem the Weight of this *Cauſe*, with reſpect no leſs to the *fatality* on one hand attending the uſe of this *Commodity* upon theſe Ships, in caſe the ſame ſhould be found truely *faulty*; than on the other, to the conſequences of the *Miſtake*, ſhould it indeed prove otherwiſe, at a ſeaſon, wherein the *ſervice* of it was become next to indiſpenſable, for the preſent Repair of the *Fleet*; That their *Commiſſion* was no ſooner opened, but a ſolemn *Conference* was held by them with all the Eminent *Maſter Builders* in the River of *Thames*, upon this *Subject*. The *Iſſue* of which having been preſented to the *King*, he was pleas'd to make it ſo much a matter of *State*, as to command my bringing it ſome time after to the *Council-Table*. Of whoſe *Reſolution* thereon, and the reſult of the foregoing *Conference*, I have ſubjoyn'd Copies, as of a *Matter* moſt worthy the Notice of every *Engliſh Gentleman*, tho

Importance of a right determination in this matter.

A ſolemn Conference with the moſt eminent Mr. Shipwrights of England *about it.*

tho more particularly thoſe, who are converſant in the *Timber-Trade* of this Kingdom.

RESOLUTIONS,

Taken at a Conference *held at the* Office *of the* Navy, *April.* 17. 1686. *between His Majeſty's* Commiſſioners *there, and us the under-written* Ship-wrights, *upon* Enquiries *then propos'd by the* Secretary *of the* Admiralty *on behalf of His* Majeſty, *touching the preſent* Condition *of this* Kingdom, *in reference to* Plank *for Ship-Building.*

Enquiry I.

How far it may be depended on, that England *may at this day ſupply it ſelf with a ſufficiency of that* Commodity, *for anſwering the Occaſions both of the* Merchants *and His* Majeſty's *ſervice (in the State the* Royal Navy *thereof now is) without* Foreign *Help?*

Reſo-

Resolution.

That it is in no wise to be rely'd on. Forasmuch as from the want of *Plank* of our *own Growth*, and consequently the highness of *Price* of what we have; the *Shipwrights* of this Kingdom (even in our *Out-Ports*, as well as in the River of *Thames*) have been for many years past, driven to resort to supplys *from Abroad*[1], and are so at this day, to the Occasioning their spending of *One Hundred* Loads of *Forreign*, for every *Twenty* of *English*. Besides, were our *own* Stock more; the exclusion of *Forreign* Goods would soon render the Charge of Building *insupportable*, by raising the *Price* of the Commodity to double what it is, and more, at the pleasure of the *Seller*.

Plank not sufficient of English growth to answer all the present occasions for the same.

Enquiry II.

From whence is the best Forreign Plank *understood to be brought?*

[1] *Aboard corr.* S. P.

Reso-

Resolution.

Best forreign Plank from whence.

Either out of the *East-Sea* from *Dantzick*, *Quinborow*, or *Riga* of the Growth of *Poland* and *Prussia*, or from *Hambrough*, namely, that sort thereof, which is Shipt from thence of the Growth of *Bohemia*, distinguished by its Colour, as being much more black than the other, and rendred so (as is said) by its long sobbing in the water, during its Passage thither.

Enquiry III.

What Proportion *this* Forrein Plank *may be reckoned to bear to the* English, *with regard to its* Use, Cost, *and* Durableness?

Resolution.

The Use, Cost, and Durableness of forreign Plank compared with English.

For so much as concerns *smaller Vessels* of Fourscore Tuns downwards (whose works call not for more than 2 Inch Plank, of 20 Foot long at the highest, meeting at 13 and 14 Inches in breadth) our *English* Plank will (from

(from the Nature of the Wood) laſt longer than any *Forreign* of the ſame Dimenſions. But for *Ships* of 300 *Tuns* upwards, which require the ſervice of 3 and 4 Inch-Plank from 26 to 40 Foot long, meeting at 14 or 15 Inches breadth at the Top-end; *Univerſal* practice ſhews, that the *White* Crown-*Plank* of *Pruſſia*, and the fore-mentioned *Black* of *Bohemia*, do in their durableneſs equal or rather exceed that of Our *Engliſh* Production of like Dimenſions.

Conjecture at the Phyſical reaſon of the different durableneſs of forreign and Engliſh Plank of the larger Dimenſions.

Which we conceive to ariſe from this plain Reaſon, *viz.* That the *Forreign* Oak being of much quicker growth than ours, their Trees arrive at a Stature capable of yielding *Plank* of theſe *Meaſures*, while they are yet in their ſound and vigorous *State* of growing; whereas that of *England* advancing in its Growth more ſlowly, arrives not at theſe Dimenſions, till it be come to or rather is paſt the full of its *Strength*; fifty *Years* ſufficing for raiſing the *Forreign*, to what the *Eng-*

Engliſh will not be brought in an hundred and fifty.

But whether we are right or not in this Reaſoning, it is upon daily experience moſt evident; that our *Eaſt-India*, and other *Ships* of greateſt *Burthen*, built with this large *Forreign* Plank, well choſen, prove in their *Durableneſs* without exception; variety of Inſtances lying before us, of *Ships* built wholy with *Engliſh* ſtuff, (as well in His *Majeſties* Yards as *Merchants*) which have periſh'd in half the time, others of like Burthen, compos'd wholly of *Forreign*, have been obſerv'd to do.

From hence alſo it is, that though *Engliſh Plank* of *Short* Lengths, cut out of young *Growing* Timber, is manifeſtly better than *Eaſt-Country*, and therefore is preferred thereto in laying of a *Gun-Deck*, as far as the three ſtreaks next the Ships ſides, where ſhort ſtuff will ſerve (the *Quality* of its *Wood* bearing better with being kept *Wet* and *Dry*, as it generally is in

in that place. Yet where (upon the ſame *Gun-deck*) *long Plank* is neceſſary, that of *Forreign* growth is for Strength and duration always preferr'd, from the reaſon (as we conceive) before given, namely, of its being cut while in its *Vigour*, which the *Engliſh* will not admit, ſo as to bear thoſe *Scantlings*.

General waniness, want of Breadth at the Top end, and ill Conversion of Engliſh Plank.

And to this is to be further added, the general *Waniness*, want of *Breadth* at the *Top-end*, and ill method of *Converſion* of our *Engliſh* Plank; daily practice ſhewing, that twenty Loads of *Forreign* ſhall in working go further upon a Ships ſide or Deck, than a hundred *Loads* of like Lengths of *Engliſh*, after its *Wanes* and other *Defects* ſhall be cut away.

Encreaſe of Work and Charge ariſing therefrom.

Moreover it is yet to be noted, that in planking of a Ship with *Forreign* Plank, the Builder ſhall not be driven to put in above three or four Pieces, where in a like Ship done with *Engliſh*, he ſhall be obliged to uſe a hundred; to the no leſs impairment of the *ſtrength* of the Work, than

than increaſe of its *Charge*, both in Stuff and Labour.

The Sum of the Ship-wrights Opinions herein.

So that upon the whole, our unanimous *Opinion* is; that large *Plank*, well choſen, of the *Forreign* growths beforemention'd, is in its ſervice at leaſt as *durable*, in its coſt leſs *Chargeable*, and the uſe of it (through the ſcarcity of *Engliſh*) become at this day *indiſpenſable*.

Jonas Shiſh. *Hen. Johnſon.*
Pet. Norberry. *Abra. Greaves.*
Joſ. Lawrence. *John Shiſh.*
Ja. Yeames. *Wil. Collins.*
Rob. Caſtel.

By the Commiſſioners *of the* NAVY.

Concurrence of the Commiſſioners of the Navy.

We do fully concur in the *Reſolutions* above-written.

A. Deane.
J. Narbrough.
J. Berry.
Ph. Pet.
Wil. Hewer.
B. S. Michel.

Mem=

Memorandum, That these *Resolutions* from the Body of the *Master Builders* of *England*, confirm'd by the *Commissioners* of the *Navy*, to my Enquiries touching *Foreign* Plank, were Communicated by me to His *Majesty* (my Lord *Treasurer* present) *October* the *7th.* and by His special Command presented to Him again (with a Memorial attending it) at the *Council Table*, Oct. 8*th.* 1686.

Presentation thereof to the King and from him to the Council-Board.

S. PEPYS.

At the Court *at* Whitehall
Oct. 8. 1686.

PRESENT

The *Kings* most Excellent *Majesty.*

His R. H. Pr. *George* of *Denmark*, &c.

A Paper *having been this day* (*by his* Majesties *command*) *presented to the* Board *by Mr.* Pepys *Secretary of the* Admiralty *of* England, *containing certain* Resolutions *taken at a* Conference *held at the Office of the Navy the* 17. *of* April

Order of Council in approval and confirmation of the foregoing Report.

April *laſt*, *between his Majeſties* Commiſſioners *there*, *and the Body of the moſt eminent* Ship-Builders *of this Kingdom*, *upon* Enquiries *propoſed to them by the ſaid* Secretary *on behalf and by direction of his* Majeſty, *touching the preſent condition of* England *in reference to* Plank *for Ship-building*, *and the ſaid* Paper *being now read and ſolemnly conſider'd*; *His* Majeſty *was pleaſed to declare his being ſo far convinc'd there-from of the* ſafety, benefit, *and preſent* neceſſity *of making uſe of* Plank *of* Foreign *growth in the Building and Repairing of His* Royal Navy, *as to reſolve*; *That the* Principal Officers *and* Commiſſioners *of his* Navy *be at liberty to contract for and make uſe in his Services aforeſaid of* Oaken Plank *of* Foreign *growth*, *of the Sorts mention'd in the* Reſolution *to the Second Enquiry contain'd in the ſaid* Paper; *and to Order*, *that the ſaid* Original Paper *under the Hands of the* Commiſſioners *of the* Navy *and* Maſter Builders, *be* (*for the* publick Importance *thereof*) *care-*

carefully laid up and preserv'd among the Papers and Records of the Council-Table.

John Nicholas.

The present *Effects* of which last *Papers* and the *Observations* next preceding, amounting to nothing less than a plain *Detection* of the *Vanity* of those *suggestions* touching the Root of this *Calamity*; Nought remain'd whereon the same could with any appearance of *Consequence* be charg'd, save the plain *Omission* of the necessary and ordinary *Cautions* us'd for the preserving of *New-built Ships*. Divers of them appearing not to have been once *Grav'd* nor brought into *Dock*, since they were Launched. Others that had been *Dockt*, sent out again in a *Condition* needing to be brought-in a second time. Their *Holds* not clean'd nor air'd, but (for want of *Gratings* and opening their *Hatches* and *Scuttles*) suffer'd to heat and moulder, till I have with my own Hands gather'd *Toad-stools* growing in

The true Grounds of the New-Ships Decays.

Want of Graving & bringing into Dock.

Holds not clean'd nor ayr'd. Gratings wanting. Hatches and Scuttles not opened.

Not heel'd or breemed.

Exposed to the Sun, with their Sides unwatered.

Not Ballasted enough to deepen them in the Water.

Ports not opened in dry weather.

Scuppers wanting on the Gun-decks, in wet.

Planks not opened upon the first discovery

in the most considerable of them, as big as my *Fists*. Some not once *heel'd* or *breem'd* since their building, but expos'd in hot weather to the *Sun*, broiling in their *Buttocks* and elsewhere, for want of cooling with *Water* (according to the Practice of our own, as well as all *Forreign* Nations) and that *Exposure* yet magnifi'd, by their want of *Ballast* for bringing them deep enough into the *Water*. *Port-Ropes* also wanting wherewith to open the *Ports*, for airing them in *Dry* weather; and *Scuppers* upon their *Gun-decks* in *Wet*, to prevent the sinking of *Rain* through their shrunken *Seams* into their *Holds* and among their *Timbers*. *Planks* not open'd upon the first Discovery of their *Decays*, nor *Pieces* put in, where defective; but instead thereof, repair'd only with *Caps* of *Board*[1] and *Canvas*. Which ought also to have been done upon the *Ordinary Estimate* of the *Navy*, that provides for every thing needful to the *Preservation* of Ships in *Harbour*, but

[1] *Boards corr.* S. P.

but more especially for the Graving one *Third* of the whole every *Year*; whereas some (even of the *Old Ships*) appear not to have been so look'd after, in five or six.

of their Decays, nor those Decays duely looked to.

From which, and other like *Omissions*, it could not but fall out (as indeed it did) that some of these unfortunate *Ships* were already become rotten, while others built of the very *same Stuff*, at the *same Place*, by the *same Hand*, and within the very *same Time* for *Merchant-service*, suc⟨c⟩eeded well and continu'd so.

The effect of these Omissions observ'd.

And with the *Navy* thus disorder'd, these *Gentlemen* (as I have said) enter'd upon their *Commission*. And with what Spirit and under what View they proceeded thereon, will be best Collected from their own *Annual Reports* thereof to the *King*, consonant (through the whole) to the few following Paragraphs, *viz*.

The Entry and [1]*procedure of*[1] *these Commissioners.*

August 1687.

We tender in all humility to Your Ma-

[1]–[1] *repeated; corr.* S. P.

Majesty *our humble* Representation *of the* Effects *of that* Commission, *to which you were pleas'd to call us; and which we have endeavour'd to performe with a sincerity and plainness, answerable (as far as we are able) to the extraordinariness of that Favour, wherewith (without our* expectation) *we were called thereto*———

With Sincerity and plainness.

Called by the King without their expectation.

Whereas among other the Works of your Navy, *that of* Graving *and well performing the* Ordinary *Repairs of your Ships in* Harbour, *holds a principal Place. As that, to the want of which, a great (if not the greatest) share of the* Calamity *wherein into they (and particular(l)y the* Thirty New Ones) *have been suffer'd to fall, is most rightfully to be imputed; and has therefore the first place given*[1] *it by your* Majesty *in this* proposition. *We have most diligently apply'd our selves to an effectual answering every* part *thereof (both as to* Works *and* payments) *as far at least as the* Defects *of the said Ships, so long in* Arrear, *could within this time be discover'd and pursu'd*———

Graving and ordinary Repairs.

The Decays long in arrear.

[1] giving; *corr.* S. P.

When

When it shall be consider'd, how deeply *the Ships were infected with that* evil, *by which they were (even in their* Thickest stuff) *become* rotten *and reduc'd to* powder. *It seems a matter of too great presumption (without wholly stripping them) to* undertake *against any possible* remains *or* returns *of the said* evil. *But this we take Liberty to say*——

And their infection too deep, for any undertaking of their cure without wholly striping them.

And however more or less successful our Managements *may be found to be in the well husbanding of your* Treasure *herein; We are not conscious of being able to mend it, were we to Act the same over again, and the* Gain *or* Loss *arising therefrom to affect our* own Purses, *as they now do Your* Majesty's.

Good Husbandry herein asserted.

Falkeland.	J. Godwin.
A. Deane.	Ph. Pett.
J. Narbrough.	W. Hewer.
J. Berry.	B. St. Michel.

August 1688.

Though we need no greater Assurance, *than what Your* Majesty *has already on every Occasion given us, of Your Gracious*

Opinion of our Humble Endeavours *in this Your Service. Yet cannot we forbear observing to Your Majesty, that the* Effects *thereof might have prov'd greater (though our* Industry *could not) had not the State of Your* Ships *prov'd much worse, and by consequence the* Work *and* Charge *of them weightier, than they were Estimated in the Surveys and Calculations, upon which that* Proposition *was founded, and the Execution of it committed to us; besides the difficulties we have had to contend with, from* Obstructions *and* Hardships *industriously put upon us (both from* Sea *and* Shore*) by those to whom our Methods of* Good Husbandry *and* Dispatch *proved less grateful, than the* Laxeness *in both, to which they had for some time been accustom'd*———

The effects of their Service greater, had not the Works proved worse than estimated.

Obstructions industriously offered them and whence.

As to the complete Performance *of these* Works, *as far as Matters of this kind can be judg'd of, and in a Case so extraordinary as that of the* State *wherein to Your Royal* Navy *was fallen at the time of your calling us to the remedying it; We have not only our own* Observations,

The well performance of the Works.

tions, *and the amplenesſ of thoſe our* Orders *by which the ſaid* Works *were directed to be performed; but the* Reports *of your* Maſter-Builders *charg'd with the conducting them, confirm'd by your* Commiſſioners *of the* Yards *where they were ſeverally perform'd. Beyond which we cannot conceive any thing capable of being added towards the ſatisfying either Your* Majeſty, *or our ſelves therein. And though we do not believe ſo much to have been ever before ſhewn in the Caſe of a like* Fleet. *Yet, regard being had to what* Experience *dayly informs us, of the* Defects *diſcover'd upon ranſacking of their* Seams *by the* Caulkers, *we dare not miſlead your* Majeſty *to think, that (after ſo general and deep a* Decay, *as this* Fleet *was fallen into, before any fitting Application was made for its* Remedy) *all the Care that has been taken in the ſhifting of its* Timbers *and* Plank (*as far as any Defects have appear'd*) *can upon freſh* Ranſacking, *ſecure your* Majeſty *againſt the appearance of further* Remains, *till the firſt Materials about*

Evidenced by their own Obſervations.

The ampleneſs of their Orders.

The Reports of the Mr. Builders, and Yard-Commiſſioners.

And yet not to be relyed on againſt the poſſible Returns or Remains of this Evil.

about the Breadths *and adjacent* Parts (*especially of the* New Ships) *shall by degrees be entirely remov'd*——

The Ships yet to be finished for compleating the Proposition.

It rests to give Your Majesty the Names *of your Ships under present* Repair, *and those remaining to be repair'd when they shall be finish'd for compleating your whole* Navy, *according to Mr.* Pepys's *Proposition, Viz.*

Ships under Repair.		Remaining to be Repair'd.	
Ships,	Yard.	Ships,	Yard.
St. *Michael* *Roy. Katherine* *Brittannia*	*Chath.*	*Prince* *Victory* *Royal Oak*	*Chath.*
St. *George* *Monck*	*Portsm.*	*King-Fisher*	*Deptf.*
Happy Return *Oxford*	*Woolw.*		
Portland *Phænix*	*Deptf.*		

Falkeland. Ph. Pett.
A. Deane. W. Booth.
J. Berry. W. Hewer.
B. S. Michel.

This

This while in doing, towards the Amendment of matters on *Shore*, and the *State* of the *Ships* in *Harbour*; no leſs thoughtfulneſs was at work for the *Recovery* of good *Diſcipline* and *Reformation* of *Diſorders* at *Sea*. And this purſu'd, to the drawing a no inconſiderable *Encreaſe* of ſtanding *Charge* upon the *Crown*, the more ſurely to effect his Majeſties deſires herein, with the *ſatisfaction* of his *Commanders* and other his *Officers* and *Seamen* intereſted in the ſame. The evidencing of which will not need more than one of ſundry inſtances to be produc'd of it, namely, that of the *Eſtabliſhment* in *July* 1686. (of near *Date* with the foregoing *Commiſſion*) the Tenor whereof follows.

Diſcipline to be recovered and Diſorders reformed at Sea.

And not without charge to the Crown, for the better ſatisfaction of Commanders, &c.

Inſtanced in the Eſtabliſhment about Captains Tables, Forreign Prizes, &c.

His Majeſties Regulation in the buſineſs of Plate-Carriage, &c. *with his Eſtabliſhment of an Allowance to his* Sea-Commanders *for their* Tables *and other* Encouragements *to them, their Officers, and Companies.*

James

James R.

'WHereas from the *Enquiries* by us ſolemnly made (ſince our acceſſion to the *Throne* of this our Kingdom of *England*) into the [1] *State* of our *Royal Navy*, and the general *Diſorders* into which both it and its *Diſcipline* have of late years fallen, we are (among the many other *Evils* diſcovered therein, and which we have already in great meaſure provided *Remedies* to) arrived at a full Information in that particular one, whereto our Service is in a moſt eſpecial manner expoſed, from the liberty taken by *Commanders* of our *Ships* (upon all opportunities of private profit) of converting the Service of our ſaid Ships to their own uſe, and the total neglect of the *Publick Ends* for which they, at our great Charge, are ſet forth and maintained, namely, the annoying of our *Enemies*, the protecting the Eſtates of our *Trading-Subjects*, and the ſupport of our

Diſorders in the Navy enquired into, by the King.

Particularly the diverting the publick ſervice of his Ships to private uſes.

[1] the *repeated in ed.*; *corr.* S. P.

our honour with *Forreign Princes*. And forasmuch also as this *Evil* seems principally to arise from the universal abuse of the liberty for some time indulged to Our said *Commanders*, of Transporting of *Plate*, *Bullion*, and *Jewels*; to the occasioning thereby the said General mis-employment of our *Ships*, and our want of those full and frequent *Accounts* of the *Proceedings* of our Commanders abroad, which by their known *Instructions* they stand obliged to give us. Our *Will* and *pleasure* is, and it is hereby folemnly declared.

Arising from the abused liberty of carrying Plate, &c.

'I. That no *Admiral*, *Commander in Chief*, *Captain* of any of our *Ships*, or other *Officers* serving us therein, shall presume from henceforward upon any pretence, or by vertue of any former Allowance, Instruction, or Practice whatsoever, to receive direct, or permit to be received, on board any of our said Ships, any *Mony*, *Plate*, *Bullion*, *Jewels*, or other *Merchandize* or *Goods* (fine or gross) whatsoever, whether be-

Plate carriage, &c. restrained.

belonging to Strangers or our own Subjects, either under pretext of concealing or protecting the ſame, or the Tranſporting thereof from Port to Port, or from any Forreign Port for *England*, whether upon *Application* to them made by any our *Merchant-Subjects* in Forreign parts, or from any other inducement whatſoever, ſaving by Written Warrant under our own *Royal* hand, and that only; upon pain of being (on conviction) immediately diſcharged from their preſent, and rendred incapable of any future Employment in our Service; as alſo of refunding to the uſe of our *maimed* Seamen of the *Cheſt* at *Chatham*, the full value of the profits they ſhall be found to have made by any violation of this our Order, and of ſuffering ſuch further puniſhment, as by the *Laws* of the *Sea*, they ſhall become liable to for the ſame.

'II. That none of our aforeſaid *General Officers* or private *Commanders* ſhall

ſhall, (upon like forfeiture and penalties) preſume to carry, or direct the carrying any *Paſſenger* or *Paſſengers* (whether ſtrangers or others) of what Degree or Quality ſoever, from one place to another, in any of our *Ships* of *War* under their Command, unleſs by like particular Order given in Writing from our ſelf for their ſo doing; ſuch only excepted, as by the Eleventh Article of our preſent General *Inſtructions* they are obliged to receive and give paſſage to; namely, our *Subjects* redeemed from *Slavery*, *Shipwreckt*, or taken at Sea out of *Forreign* Ships.

The like as to carrying of Paſſengers.

With Exceptions.

'III. That all *Admirals* and *Commanders in Chief* of Our Ships do for the time to come take care, that as often as they ſhall have occaſion of giving *Orders* for the proceeding of any of Our *Ships* under their Command on any Service, the ſame be done in Writing under their hands, with *Copies* thereof to be ſent by the firſt

Copies of all Sailing Orders iſſued or received at Sea to be tranſmitted to the Secretary of the Admiralty.

firſt opportunities of conveyance (by Land and Sea) to the *Secretary* of our *Admiralty* for our information. And that the ſame be in like manner done by the *Commanders* of every of our *private* Ships, in Tranſmitting to our ſaid *Secretary* for our like Information, *Copies* of every *Order* they ſhall receive from their Admiral, Commander in chief, or other Superiour Officer.

The like as to Advices of the Kings Ships coming into forreign Ports, and Abſtracts of their Journals.

'IV. That every of our fore-mentioned *Officers* and *Commanders* reſpectively, do obſerve, that as often as our Service requires their going into any *Forreign Port*, they do by the firſt *Poſt* after their arrival, (and ſo from *Poſt* to *Poſt* during their ſtay there) give us (through the hand of our ſaid *Secretary*) a particular Account of their *Proceedings*, from the date of their laſt, with *Abſtracts* of their *Journals* during that time; and that care be taken for their leaving the like with our *Conſul* or other publick *Miniſter* in that Place, to be by him for-

forwarded to our ſaid *Secretary*, by the firſt Conveyance after their departure thence; ſo as we may at all times have a conſtant and thorough knowledge of the *Condition*, *Services*, and *Proceedings* of all and every of our *Ships* employed on Forreign Service, with the occaſions of the ſame.

The like at the end of the Voyage, as to their Journals, and Entry-Books of Orders.

Laſtly, That at the end of each Voyage, an entire *Book* containing a perfect *Journal* thereof, together with a *Book* of *Entries* to be kept of all *Orders*, either iſſued or received (as before) by them therein, be delivered for our uſe to our ſaid *Secretary* of the *Admiralty* (and ſworn to if required) by every of our ſaid *Admirals*, *Commanders* in *Chief*, and private *Commanders*, immediately upon their coming into Port to be laid up, and before the paying off of the Ships whereto they reſpectively belong. Both which *Books* our ſaid *Secretary* is to cauſe to be well examined by himſelf, or ſuch other Perſon as ſhall be expreſly appointed thereto,

thereto, in order to a *Report* to be therefrom made to us, of the different Degrees of *care* or *neglect* wherewith these and all other our *Orders* shall appear to have been observed, and our receiving full satisfaction from them therein, before the payment of their *Wages*, or the further *Allowance* hereafter appointed in consideration of their good Service during their said *Voyage*.

Universal Observation of these Rules injoyn'd.

'Of all which as well every our said *Admirals*, *Commanders* in *Chief*, private *Commanders* of our *Ships*, and other the Officers within mentioned, as our present *Secretary* of our *Admiralty*, and the *Secretary* of our *Admiralty* for the time being, are hereby required to yield full and constant obedience and conformity, as they will answer the contrary at their perils.

And encouraged by the Establishment of an extra-

And to the end, that with the Provision thus made towards the recovery and advancement of the *Honour*, *Discipline*, and *Prosperity* of our *Naval-Service*,

Service, We may at the ſame time Teſtifie our like *Royal* Inclination to the giving all reaſonable *Encouragement* to thoſe, who ſhall from henceforward be employed as *Commanders* in any of our *Ships*; thereby as well to excite and oblige them to a ſtrict complyance with theſe and all other our *Royal* Reſolutions and Orders, as the better to enable them to ſupport the *Charge* and *Dignity* of their ſaid *Employments* and *Entertainment* therein, without reſorting to *Methods* of doing it ſo injurious to our *Honour* and *Service*, and waſteful of our *Treaſure*, as thoſe before-mentioned have been.

ordinary allowance to Commanders for ſupport of their Tables.

'We are in the firſt place graciouſly pleaſed (in favour to our ſaid *Commanders*) to take upon our ſelf an encreaſe of *Charge*, beyond what has ever hitherto been at any one time done by any of our *Royal* Predeceſſors, namely, by granting (as we hereby do) to the *Commanders* of every of our *Ships* and *Veſſels* (*Yachts* only excepted) an annual *Allowance* (over and above

above the value of the *Victualling* they now enjoy in common with their Ship's Companies) for the ſupport of their *Tables*, proportioned to the reſpective Rates of the Ships and Veſſels they ſhall happen ſeverally to Command.

This Allowance to begin, when.

The ſaid *Allowance* to commence upon thoſe of our Ships which are now fitting forth, and ſhall at any time hereafter be fitted forth to the *Seas*, from the Date and Delivery of their Commanders and Signing Officers joynt *Certificates* to the *Secretary* of our *Admiralty*, and *Commiſſioners* of our Navy, of their Ships being compleatly fitted for the Sea, and in readineſs to Execute our final Orders for their Sailing. And upon ſuch of our *Ships* as are at this preſent abroad; from the day of their Commanders receiving from our ſaid *Secretary* (which he is with all convenient ſpeed to diſpatch to them) Copies of this our Order; and to be continued both on the one and the other to the Determination of their reſpective *Voyages*.

'The

'The value of which allowance hereby so granted is as follows.

The value of that allowance.

A Table of the Annual Allowance of a Sea-Commander of each Rate.									
Rate	Present Wages.			Present Victualling.			Additional Grant for his Table.		
	£	s.	d.	£	s.	d.	£	s.	d.
1	273	15	0	12	3	4	250	0	0
2	219	00	0	12	3	4	200	0	0
3	182	00	0	12	3	4	166	5	0
4	136	10	0	12	3	4	124	5	0
5	109	10	0	12	3	4	100	0	0
6	91	00	0	12	3	4	83	0	0

'Wherein our *Royal Intention* is, that this *allowance* for *Tables* granted to our said *Commanders* as Captains of Private Ships, shall not be construed to the taking away or diminishing ought of what has been heretofore Established to *Flag-Officers*, upon Account of their *Flags*.

Without lessening the allowance already established to Flags.[1]

'And that we may yet the more effectually excite to a vigorous prose-

[1] *Flags*] *Fags in ed. corr.* S. P.

A further Grant, to them, their Officers, and Companies, of the whole value of the Prizes taken from the People of Barbary.

cution of our *Service*, ſuch of our ſaid *Commanders* as ſhall be by us employed in our Wars with any of the people of *Barbary*, (ſuch as that wherein we now are, and have, to the great Expence of our *Treaſure* and hazard to our *Subjects* Trading into thoſe Seas, for ſeveral years been engaged with thoſe of *Sally*) we are graciouſly pleas'd farther to grant to ſuch our *Commanders*, the full benefit of all Prizes, (both *Hulls*, *Furniture*, *Lading* and *Slaves*) that ſhall be by them taken, whether of *Ships* of *War*, or *Merchant Men*; ſaving only the Veſſels of our *Subjects* happening to have fallen into the hands of ſuch our *Enemies*. In which caſe, the *Salvage* only of the Veſſels of our Subjects ſo reſcued, ſhall go to the *Retakers*.

'The whole of which forementioned *Prizes* and *Salvage* ſhall be divided between the *Commander* or *Commanders*, of ſuch our Ship or Ships (with their *Officers* and *Companies*) as were concerned

cerned in the Chase and *Capture* of the said Prizes, according to the *Law* and *practice* of the *Sea*.

Conditions of this Allowance.

'Provided always, that no part of the *Charge* of securing or maintaining any of the Vessels, Lading, or Companies of the said *Prizes*, shall be placed to our Account, from the day wherein the same shall be first brought into any *Christian* Port; and that the said *Prizes* be carried into Port, with as little Charge as may be to us, and without any interruption to the *service* wherein our said Ships were imployed at the time of the *Capture*.

Strictness of Discipline inculcated, with promise of yet more particular marks of the Kings bounty upon any signal instances

'Lastly, we are hereby graciously pleased further to declare to all our said *Admirals*, *Commanders* in *chief*, and private *Commanders*, that as our *Royal* Expectation will from henceforward be, to have a strict *Account* given us of their careful applying themselves to the Execution and Observance of these and all other our *Orders*, with intention of expressing our severest *Displeasure* against such of them (*whoever*

of their merits in his Service.

ever they be) as ſhall be found in any wiſe negligent or unfaithful in the ſame. So are we no leſs graciouſly determined at the *End* of their reſpective *Voyages*, to Teſtifie by ſome eſpecial Inſtance of our *Bounty* (beyond what is hereby already ſo *Extraordinarily* provided for them) our particular Regard to whoever of our ſaid *Commanders* ſhall appear to have merited the ſame from us, by any ſignal Inſtances of their *Induſtry*, *Courage*, *Conduct* or *Frugality* evidenced therein on our behalf. Given at our Court at *Windſor* this 15*th*. day of *July* 1686.

By his Majeſties Command.

S. PEPYS.

Return to the Ships.

Which Act having been here obſerv'd, out of the *Reſpect* no leſs due to the *Care* at the ſame time taken for the *Re-eſtabliſhment* of good *Governance* upon his Majeſties Ships *abroad*, than the *Repair* and *Preſervation* of thoſe in *Port*; the Order of theſe *Notes* calls for my Return to the Works

Works in doing upon the latter, and my obſerving thereon, as follows, *Viz.*

That the *ſatisfaction* his Majeſty was pleas'd to conceive from the fore-mentioned *Progreſs* of theſe *Works*, confirm'd by his own frequent *Viſits*, and *Perſonal Inſpections* thereinto at the *Yards*, was ſuch, as mov'd him (*ſix Months* within the time allow'd for it by the *Propoſition*) to think them ſo far advanc'd, as not to need his any longer continuing the *Suſpenſion* he had for their ſakes laid (as before) upon the *Ordinary Methods* of his Navy. And therefore by his great Seal of the 12*th.* of *Octob.* 1688. (after having declar'd his Gracious *Acceptance* and *Approval* of the Services of theſe his *Commiſſioners*, in the full Execution of the *Propoſition*, and their having brought all matters intruſted to them, into ſuch a *Method*, as that his *Officers* might now perform them, more to his *Service*, than formerly they could) He was pleas'd to determine the *Commiſſion*,

The Kings ſatisfaction in the works done thereon.

From his perſonal Viſits to the Yards, &c.

Octob. 12. 1688.

The Execution of the Commiſſion approved and confirmed.

He determines the Commission and recals the Old Officers.

Reminding them of their Old Accounts.

miſſion, and recal his ſaid *Officers* to their ancient *Duties*, according to the known *Inſtructions* already in force, and the *Improvements* made therein by theſe *Gentlemen*; inculcating to them his former Directions for the finiſhing of their *Accounts*. Among which was in particular that of the *Thirty New Ships*, whereof (but for the *Revolution* immediately following in the *State*) a ſtrict *Account* had been ſoon call'd for, and inſiſted on by the *King*; as being now (from the through knowledge ſince attained concerning them) in a condition of being regularly and effectually controll'd.

Effects of this Commiſſion

In the ſtate it then left the Navy in.

And ſo expir'd this *Commiſſion*; and with what *Effects*, in reference to that diverſity of *Services* for which it was Calculated, and (above all) that one of the general Redemption of the *Fleet* of *England* from Ruin, will be beſt underſtood, by looking back to the *State* thereof juſt before its opening in *January* 168$\frac{5}{6}$, compar'd with what it was left in at this its *Determination*

mination in *October* 1688. Which latter follows, *Viz.*

I. The *Fleet* then at *Sea* had (from its ordinary *Summer-Guard*) been rais'd in less than two Months (upon intelligence of the surprising Preparations then on foot in *Holland*) to no less than *sixty seven* of the *King's* own *Ships* of *War*, and *Fire-Ships* (besides *Tenders*, *Yachts*, and other small Imbarcations) of the Rates following.

Fleet at Sea, Oct. 1688. *raised upon short warning.*

Abstract *of the* Fleet *at* Sea *at the close of the* Commission *of the Navy*, October 1688.

Man'd with above 12000 Men.

		N°.	*Men.*
Rates	3*d.*	12	4715
	4	28	6318
	5	2	220
	6	5	370
Fire-Ships		20	680
	Total	67	12303

II. All

Ships in Harbour how repair'd.

II. All but *Three* of the whole remaining *Number* (contain'd in the *Proposition*) entirely repair'd, or actually under Repair; with a surplusage of *six Months* Time, and a sufficiency of *Mony* and *Materials* resting in *Bank* and *Magazine* for compleating that *Remainder*.

Works how perform'd.

Shewn by the excess of Charge expended thereon.

III. The *well-performance* of which Works (both for *Extent* and *Substantialness*) had for its first *Evidence*, the *Sum* expended thereon, to more by two Thirds than the highest Value the *Surveyor* of the Navy, and his *Fellow-Officers* had Estimated, and the *Proposition* (grounded on those *Estimates*) Calculated the same at; divers of them (to above *Thirty*) having been entirely *Rebuilt*, and some taken up *Hundreds*, others *Thousands* of Pounds in their *Refitting*, that had but few Months before (without ever going out of *Harbour*) been represented by the said *Officers* to have received from them a *full Repair*.

To which *Proof*, arising from the *Extra-*

Extraordinarineſs of the *Sum* ſpent upon them, ſucceeds that other *Ordinary* one of the *Reports* of the *Maſter Builders* and their *Aſſiſtants*, employ'd in the Direction, and immediate Superviſure thereof. The Names of whom follow.

And by the Reports of the Kings Maſter Builders and Aſſiſtants.

A Liſt of all his *Majeſties* Maſter *Shipwrights* and their *Aſſiſtants* ſerving him in his ſeveral *Yards* between *April* 1686. and *October* 1688.

Wherein Note † *ſignifies Dead and* * *Preferred.*

Yards.	Mr. Shipwrights.	Aſſiſtants.
Chath.	Mr. *Robert Lee*	* *Dan. Furzer* *Edw. Dummer* *Phineas Pett*
Portſ.	Mr. *Iſaac Betts.*	*Wm. Stiggant*
Dept.	† *Mr. John Shiſh* Mr. *Fiſh. Harding*	**Fiſh. Harding* *Zach. Medbury*
Woolw.	† *Mr. Tho. Shiſh* Mr. *Joſ. Lawrence*	
Sheern.	**Mr. J. Lawrence* *Mr. Dan. Furzer*	

Perſons

Advanc'd for their abilities under K. Charles.

And employ'd Originally in surveying the Fleets Decays, and now in their Repairs.

Whereof being the only possible judges, they alone by Duty and Practice stand accountable for them.

Persons, who (besides their having long before the *Date* of this *Commission*, or any occasion fore-seen for it, been from the Credit of their *Abilities* advanc'd to these Charges in the time of *K. Charles*) had not only been all of them employ'd by the *Navy-Officers* themselves in taking the very *Surveys* upon which the *Estimates* of the Fleet's Decays were Calculated, and thereby rendred themselves the most concern'd to justifie the same by suitable Performances thereof, both as to Charge and efficacy; but the **Persons** upon whose *Testimonies*, and theirs only, in right and virtue of their *Places*, under the *Inspection* of the *Surveyor* of the Navy and *Commissioners* of the Yards (among whom in particular he at *Chatham* was at this time, for the importance of the Works there, one of the first Form of the *Master Builders* of *England*) the Crown always *has*, now *does*, and *for ever must* depend for its security in this *Matter*; as being (in a word) the **Persons**, who by the *Prac-*

Practice of the *Navy* ſtand *alone charg'd with*, by their *Perſonal* ſervices can *alone* be *knowing Judges of*, and by the ſtanding *Obligations* of their *Places* do therefore *alone* reſt *accountable*, and (as ſuch) are only to be reſorted to by the Crown for its ſatisfaction, in this *Particular*.

Every repaired Ship furniſh'd with 8 *Months Sea Stores.*

IV. Not only the ſix requir'd by the *Propoſition*, but a compleat *Proportion* of eight Months *Sea-Stores* were actually provided and left by theſe *Gentlemen* in *Magazine* (each within its Diſtinct and proper *Repoſitory*) for every Ship ſo repaired; with the like in Materials and Mony for the whole *Remainder*, as faſt as finiſh'd.

The uncertain Meaſures thereof adjuſted, aſcertain'd, and enlarg'd.

And not only ſo; but in conſideration of the different and uncertain *Meaſures* by which *Boatſwains* and *Carpenters* of *Ships* had been heretofore ſupply'd (ſometimes too ſparingly with regard to the Kings Service, other whiles too largely with reſpect to his Purſe) they made it their Work (upon beſt Information) to digeſt and ſee con-

confirm'd by his *Majesty*, one uniform *Establishment* of *Sea-Stores* for an Officer of each Rate; and that so ample a one, as to be thought sufficient for answering (upon occasion) a yet longer *Expence* than what it was strictly Calculated for. So as (to give it in *their own* Terms to the *King* (*We hope your Majesty will from henceforward hear no more of the many Evils attending the former Practice. Especially; if the* Good Husbandry *of Your* Commanders *shall bear any Proportion to that Mark of* Bounty, *which by your Late* Establishment *you have been pleas'd to grant for their* Encouragement *thereto.*

Benefit thereof to the King,

Commanders doing their part.

And yet to this so inlarged a Proportion of *Stores* set apart for every particular Ship (and amounting, with them at Sea, to above two hundred and fourscore Thousand pounds) they still added (beyond all *Example*) and left entirely in *Magazine*, such a further *Reserve* for answering the general Service of the *Navy*, as amounted in eight only *Species* thereof, to above

Besides which Sea-stores to each Ship, a general Magazine is[1] *left, valued together at near* 400000 l.

[1] *is add.* S. P.

one

one hundred thousand pounds more; *Commodities* all of greatest importance and least to be depended-upon from the *Market*, as being (save one) all of *Forreign* Growth, *viz.*

Hemp.	*Canvas.*
Pitch.	*Iron.*
Tar.	*Oyle.*
Rosin.	*Wood.*

V. And for the safer keeping and more orderly disposing of this last-mentioned *Treasure*, by preventing the Wastes, Corruption, Imbezlements, and other the manifold mischiefs attending the want of proper and sufficient *Store-Room*, occasion'd by the constant *Growth* of the *Naval* Action of *England*, without suitable inlargements to its other *Accommodations*; More new *Magazines* have (both as to *Dimensions*, *Contents*, and *Charge*) been erected within the two years and a half of this *Commission*, than had ever been before, by all the *Kings* of *England* put together.

Store-Room, much wanting in the Navy.

Supply'd by new Erections beyond all it ever had before.

VI. Nor

A ſuitable improvement of the Docks, and not leſs wanting.

VI. Nor are the forementioned *Advances* in theſe works leſs owing to the *induſtry* ſucceſsfully exerciſed in the improvement of our *Docks*, than in that of the *Magazines*, by bettering the *Old*, and finiſhing the *New*; to the raiſing them to the *State* they are now left in, Superiour to all that the *Navy* of *England* ever before knew. And yet not more then its preſent Occaſions call'd for, as not having permitted any one of them to lye unimploy'd two *Tides* together (while in condition for it) within the whole time.

Ships come home, repair'd and ſtored, though not of the Propoſition.

VII. *Four* and *Twenty* of *Seven* and *Twenty* of his Majeſty's *Ships* and *Veſſels*, come in from *Sea* during this *Commiſſion*, and therefore (as being then abroad) not provided for in the *Propoſition*, have been alſo fully *repair'd* or left actually under *Repair*, furniſh'd with like proportion of *Sea-Stores* (as before) without a Penny ſupply'd out of the Exchequer towards it.

And

And in the doing this, that most important (and till now unheard of) *Article* at the Close of the *Proposition*, relating to the future maintenance of his *Majesties Fleets* at *Sea* in their whole *Wear* and *Tear*, at *no higher* charge than that of 22 *s. per* Man a Month, has been also made good; and, in that *single* performance, a Foundation laid of saving to the Crown for ever, not only the whole *first Cost* of whatever Ships it shall have occasion of building in lieu of others become *irrepairable*; but twenty six *per Cent* in the Charge of all succeeding Repairs and Expence in their Stores and Furniture.

And this within the Rate in the Proposition of 22 s. for Wear and Tear.

Saving for ever the whole first Cost of New-building, and 26 per Cent *in all succeeding Charges upon the Bodies of the Ships.*

VIII. Every other Head of the *Proposition* strictly comply'd with, the Building of two small *Frigats* only excepted, which by express Command of the *King* were respited (and the Value of them therefore left uncall'd-for out of the *Treasury*) till the weightier Works of his great *Ships* would allow *Room* and *Leasure* for their being built in his own Yards.

Nothing undone of the Proposition, but two of the small Frigats respited by Order.

IX. Not

Not a Penny of Debt unsatisfy'd, where the Party was at hand qualify'd to receive it.

IX. Not a *Penny* left unpaid to any *Officer*, *Seaman*, *Workman*, *Artificer* or *Merchant*, for any *Service* done in, or *Commodity* deliver'd to the use of the *Navy*, either at Sea or on Shore, within the whole time of this *Commission*, where the *Party* claiming the same was in the way to receive it, and had (if an *Accountant*) done his part, as such, towards the entitling himself to Payment.

Even in which Case too, a sufficiency of *Cash* was left in *Bank* upon the Fond of this *Commission*, for clearing that *Debt*, as fast as by the Coming in of *Ships*, and adjustment of *Accounts*, the same could be brought into a *Capacity* and *Right* of being paid.

The Proposition performed and Navy redeemed, at what Charge.

X. Lastly, The whole of this *Proposition* was thus made good, and therewith the *Navy* of *England* redeem'd from perishing, at a *Charge* not only not exceeding the 400000 *l. per Ann.* allotted for it by the *King*, and consequently not more than what the *Navy* appear'd (as before) to have been

been ſupply'd with all the time of its being ſo abandon'd to *Ruine*, but even for leſs than 310000 l. *per Annum*; as the ſame ſtands verify'd by the *Accounts* thereof in the *Regiſtry* of the *Navy*, and thoſe Accounts (both as to Truth and Perſpicuity (ſo digeſted, juſtify'd, and (after the Cloſe of each year) preſented to the *King* and his *Treasurers*, anſwering in every reſpect the Scope of the *Propoſition*, by diſtinct Reckonings exhibited therein of every *Species* and parcel of *Goods* bought and ſpent, *Artificer* and *Workman* employ'd, *Penny* laid out, and *Service* perform'd (with the Difference or Agreement in the Charge of every ſuch *Service* with its proper *Eſtimate*) as does not appear to have ever before been ſeen in the *Navy* of *England*, but (through the ſingle *Induſtry* and peculiar *Conduct* of Mr. *Hewer*) is now remaining there, to ſhew *Poſterity*, that there is nothing in the *Nature*, *Bulk*, or *Diverſity* of Matters incident to the buſineſs of a *Navy* (even under the

Verify'd by the Accounts thereof.

circumſtances of *this*) to juſtifie the ſo-long-admitted Pretence of an *Irreducibleneſs* of its *Accounts*, to a degree of *Order* and *Self-Evidence* equal to the moſt ſtrict of any private Merchant.

General State of the Account upon this Propoſition, &c.

The general *State* of which *Accounts* in the Caſe of the preſent *Propoſition*, and the *Works* attending it (as the ſame ariſes from the *ſubordinate Accounts* relative thereto) follows.

Which

Which *State* of *Accounts* being (as it ought) admitted, in right to its *Vouchers* now resting (as from the very *Close* of this *Commission* they have done) in the *hands* of the so often-mentioned *Officers* of the *Navy*, who (after what has been here said) cannot but be esteem'd in *Honour* the most concern'd, as well as by *Duty* the most oblig'd, to see the same fully *controll'd*; these (among other *Particulars* no less considerable) offer themselves to Observation, *viz.*

The Officers of the Navy possessed of the Vouchers of this Account, and most concerned to see it controlled.

Observables from this Account.

1. That the 307000 *l.* the *Ballance* of this *Account*, is the *Product* of these Gentlemens *Management*; as being so much saved of what might unexceptionably have been expended by them, out of the 400000 *l. Fond* assigned to the use of this *Proposition*.

307000l. *saved upon the Proposition.*

2. That among the several other immediate and important *Fruits* of this *Saveing*, this is one; namely, the obtaining such an Enlargement of *Magazines*, and the amassing therein such a *Treasure* of *Stores*, as *England* was never before *Mistress* of, nor

Fruits of this Saving.

could now have had its *Navy* longer ſupported without.

Charge of this Management compared with the laſt.

3. *Laſtly*, That this and all the above-mentioned *Advantages* have been effected at no other *Coſt*, than the bare *Wages* of the few His *Majeſty* was pleas'd to call to this his Service, ariſing together to little more than 6000 *l.* While (had the *Work* been tranſacted by *Contract*) the *whole* of that 307000 *l. Ballance* muſt inconteſtably have been the *Reward* of the *Undertakers*; and the *Bargain* nevertheleſs not reckon'd any unthrifty one to the *Publick*, when it ſhould be conſider'd, that the Execution of this *Propoſition* (with the many *Benefits* attending it) within leſs than *three* years, would (even with that *Sum* included) have barely amounted to One *Million*; while *five* entire years were loſt, and the *Navy* all that time left under little leſs than a total *Deſertion*, at the Expence (as before) of full Two. And of that alſo (without offence be it obſerv'd) near *Five* and *thirty thouſand Pounds* taken up

up in *Wages* only, to a *Commiſſion* of the *Admiralty*, during that very Management; While this appears exempt of the *Charge* of any ſuch *Commiſſion*, or ought elſe extraordinary to the value of a *Shilling*, beyond the Simple *Wages* of a worn unaſſiſted SECRETARY.

And the different Effects thereof.

And yet with ſuch *Effect* too; that from the *Condition* the *Navy* was (by its own Officers) reported in, at His *Majeſty*'s Reſuming it in 1684, when the *Groſs* of its *Ships* were wholly out of *Repair*, and the beſt of them ready to *ſink* in *Harbour*, with little appearance of its having by this time had any one of them in a *State* of *Service*; it has the preſent *Reputation* (1690) of having *actually* at *Sea* of its own *Ships* of *War* and *Fire-ſhips* (excluſive of *Merchant-men* and *Forreigners*) a *Force* equal at leaſt, or rather ſuperior, to the moſt *powerful* it ever at any one time had, in the moſt *active* year of a *Hollands-War*. And (which is more) the *Reſidue* (as to their *Hulls* and *Stores*) in a ready *State* of following them, if (as I am not to doubt) the ſame

ſame *wholeſom Methods* have been ſince exercis'd towards them, with thoſe they were brought-by into the *Condition* this *Commiſſion* left them in, upon the 12th of *October*, 1688.

The State of the Fleet in October 1688. *carried on to the Day of the King's withdrawing himſelf in* December.

Which leading me back to the fore-mentioned *State* of this *Affair* in *October*; little reſts for the carrying it on to that *ſignal Day*, that puts a natural *Bound* to the *ſubject* of theſe *Notes*, I mean the *Day* of my late *Royal* (but moſt unhappy) *Maſter's* Retiring in *December*; As having received little other *Alteration* within that time, than what aroſe from a ſmall *Addition* to the *Fleet* under the Lord *Dartmouth*, and the coming home of ſome few others from *Forreign Service*; rendering the *whole* then abroad, as follows,

Abſtract *of the* Ships *of* War *and* Fire-Ships *in Sea-Pay upon the* 18th *of* December, 1688.

Manned with above 14600 Men.

Rate

Ships at Sea in December 1688.

	Ships			Men.
	At Sea.	Going out.	Total	
Rate 3d	10	5	15	6080
Rate 4	29	2	31	7015
Rate 5	2	0	2	220
Rate 6	4	0	4	295
Fire-Ships	22	4	26	965
Bomber	1	0	1	75
Total	68	11	79	14650

The ſame Reported more particularly, for the ſake of what occurr'd in our Seas within that Interval.

The *Import* of which *Fleet*, at a *Criſis* ſo eminent, as this is likely to appear in the future *Annals* of *England* (when it ſhall be remembred what paſſed, beſides it, upon the *Britiſh-Seas* between the two laſt-cited Periods of *October* and *December*) ſeeming to require ſome more diſtinct *Report* of it, than what is to be gathered from the foregoing *Abſtracts*; I ſubjoyn a *Liſt*, ſpecifying the *Rate*, *Name*, *Officers*, *Complement* of *Men* and *Station* of every Ship and Veſſel of His *Majeſty*'s then in *Sea-Service*, viz.

A *General* List of all His Majesty's *Pay*, upon the 18th of *December*, 1688. *Lieutenants*, *Complements* of *Men*, and

Rates	Ships	Commanders
3d	*Resolution*	L. *Dartmouth* Ad. C. *Davis*
3	*Elizabeth*	*S. J. Berry* V. Ad. C. *Nevill*
3	*Cambridge*	C. *Tyrwhit*
3	*Defiance*	C. *Ashby*
3	*Dreadnought*	C. *Akarman*
3	*Henrietta*	C. *Trevanion*
3	*Mary*	C. *Layton*
3	*Pendennis*	Sir *Will. Booth*
3	*Plymouth*	C. *Carter*
3	*York*	C. *Delavall*
4th	*Advice*	C. *Williams*
4	*Albans* Saint	C. *Constable*
4	*Anthelope*	C. *Ridley*

Ships and *Veſſels* in *Sea-Service* and with their reſpective *Rates*, *Commanders*, *Stations*.

Lieutenants	Men	Station
Milliſon—— *Preene*——	450	Channel
Gother—— *Crawley*——	475	
Wrigh —— *Bois*——	420	
Bing—— *Littleton*——	390	
Bounty—— *Tyrwhit*——	355	
Gardner—— *Dilks*——	355	
Townesend—— *Hays*——	355	
Jennings—— *Kerr*——	460	
Foulks—— *Edwards*——	340	
Moody—— *Manley*——	340	
Haughton——	230	
Killigrew—— *Bundee*——	280	
Pugh——	230	

Rates	Ships	Commanders
4th	*Assurance*	C. *Mack Donell.*
4	*Bonadventure*	C. *Hopson*
4	*Bristoll*	C. *Leighton*
4	*Centurion*	C. *Elliot*
4	*Constant Warwick*	C. *Cornwall*
4	*Crown*	C. *Robinson*
4	*David* Saint	C. *Botham*
4	*Deptford*	C. *Rook*
4	*Diamond*	C. *Walters*
4	*Dover*	C. *Shovel*
4	*Foresight*	C. *Standley*
4	*Greenwich*	C. *Wrenn*
4	*Jersey*	C. *Beverly*
4	*Mordaunt*	C. *Tyrrell*
4	*New Castle*	C. *Churchill*
4	*Nonsuch*	C. *Montgomery*
4	*Phœnix*	C. *Gifford*
4	*Portland*	C. *G. Aylemore*
4	*Portsmouth*	C. St. *Loe*
4	*Ruby*	C. *Froud*
4	*Swallow*	C. *M. Aylemore*
4	*Tiger*	C. *Tennant*

Lieutenants	Men	Station
Fitz Patrick	180	Channel
Granvil	230	
Penn / *Townsend*	230	
	230	
Hales	180	
Vickham	230	
Jennings / *Walker*	280	
Guy / *Bowyer*	280	
Greenway	230	
Dawes	230	
Hubbard / *Man*	230	
Vaughan / *Audeley*	280	
Hammond	230	
Garveth	230	
Harman	280	
Talbot	180	
Harrison	180	
Trevanion	240	
Beaumont	220	
Gillam	230	
Whittaker	230	
L. *Will. Murray*	230	

Rates	Ships	Commanders
4th	*Woolwich*	C. *Haſtings*
6	*Lark*	C. *Grimſditch*
6	*Saudados*	C. *Graydon*
Bomb.	*Fire Drake*	C. *Leake*
Ketch	*Quaker*	C. *Allin*
Yts.	*Cleveland*	C. *Hoskins*
	Fubbs	C. *R. Sanderſon*
	Iſabella	C. *W. Sanderſon*
	Katherine	C. *Clements*
	Kitchin	C. *Crow*
	Mary	C. *Fazeby*
F.Sh.	*Cygnet*	C. *Shelley*
	Dartmouth	C. *Legg*
	Elizab and *Sarah*	C. *Dover*
	Guardland	C. *Jenifer*
	Richard & John	C. *Will Wright*
	Supply	C. *Croſſe*
	Guernſey	C. *Arthur*
	Pearl	C. *Coale*
	Richmond	C. *Fairborne*
	Swan	C. *Johnſon*
	Sophia	C. *Mings*
	Speedwell	C. *Powſon*
	Roſe Salley Prize	
	Saint *Paul*	C. *Boteler*
	Charles & Henry	C. *Stone*

Lieutenants	Men	Station
Talmach—— *Baker*——	280	Channel
——	85	
——	75	
——	75	
——	40	
——	30	
——	40	
——	30	
——	30	
——	30	
——	30	
——	30	
——	55	
——	25	
——	50	
——	20	
——	20	
——	50	
——	50	
——	50	
——	50	
——	27	
——	30	
——	37	
——	50	
——	25	

Rate	Ships	Commanders
F.Sh.	*Roebuck*	C. *Pooley*
	Unity	C. *Wyvel*
	Charles	C. *Potter*
	Half-moon	C. *Munden*
	Young Spragg	C. *Wiſeman*
Yacht	*Merlin*	C. *Wilde*
F.Sh.	*Eagle*	C. *Willford*
	Sampſon	C. *Harris*
Yacht	*Navy*	C. *Cotton*
Ketch	*Kingfiſher*	C. *Swaine*
Yacht	*Monmouth*	C. *Will.Wright*
4th	*Dragon*	C. *Killigrew*
4	*Sedgemore*	C. *Lloyd*
5	*Saphire*	C. *Toſier*
Hulk	*Leopard*	
4	*Aſſiſtance*	C. *Law.Wright*
6	*Drake*	C. *Spragg*
5	*Roſe*	C. *George*
Ketch	*Deptford*	C. *Berry*
6	*Dunbarton*	C. *Roe*

Lieutenants	Men	Station
	16	Channel
	25	
	30	
	35	
	20	Guard — *Portſm.*
	30	
	45	Guard — *Sheern.*
	50	
	20	*Guernſey*
	15	*Jerſey*
	20	*Ireland*
Bokenham—— *Sherborne*——	185	*Salley*
Buckely—— *Hawkins*——	240	
Brisbane——	115	
	33	
Chapman——	200	*Jamaica*
	65	
Condon——	105	*New-England*
	40	*Virginia*
	70	

Ships

Ships just come-in		
Rate	Ships	Commanders
3d	*Montague*	L. *Berkley*, R. Ad.
3	*Rupert*	Sir *Will Jennens*

Ships go-		
Rate	Ships	Commanders
3d	*Edgar*	L. *Berkley*, R. Ad.
3	*Dunkirk*	
3	*Warspight*	Sir *Will Jennens*
3	*Hampton-Court*	C. *Prieftman*
3	*Kent*	Sir *F. Wheeler*
4	*Tiger* Prize	C. *Smith*
4	*Sweepftakes*	
F. Sh.	*Mermaid*	C. *Ley*
F. Sh.	*Thomas & Eliz.*	
F. Sh.	*Owners Love*	
F. Sh.	*Cadiz Merchant*	

to be exchanged.

Lieutenants	Men	Station
Conway———	355	Channel.
Every———		
Staggins———	400	
Day———		

ing out.

Lieutenants	Men	Station
Every———	460	Channel.
———		
———	340	
———	420	
———	460	
Buck———		
Usher———	460	
———		
Foules———	230	
———	80	
———	50	
———	40	
———	40	
———	45	

Abstract
of the preceding List

Rates and Qualities	Ships			Men
	At Sea	Going out	Total	
Rates— 3d—	10	5	15	6080
Rates— 4—	29	2	31	7015
Rates— 5—	2	0	2	220
Rates— 6—	4	0	4	295
Fireships—	22	4	26	965
Bomber—	1	0	1	75
Hulk—	1	0	1	33
Ketches—	3	0	3	95
Yachts—	9	0	9	260
Total—	81	11	92	15038

And

And to the end nothing may be wanting to render these *Notes* completely expressive of the *State*, not of that *Fleet* only, but of the whole *Navy* of *England* at this so extraordinary *Conjuncture*, I add one *Table* more, shewing (through all the principal[1] *Circumstances* of it) the particular *Condition*, wherein every *Ship* and *Vessel* thereof then stood, with the united *Force* of the *Whole*, as follows, *viz.*

A General List and State of the whole Navy of England, December 18, 1688.

principal] principle *ed.*

A LIST and STATE OF THE ROYAL NAVY

A List and

Of the whole ROYAL NAVY of
Harbour) upon the 18. day of
dition of each *Ship* and *Vessel*
pairs and the Value of their
day; containing also an *Account*
presented to his *Majesty* by the
of every *Ship* comprehended
par'd with the *Real Charge* of the
late *Commissioners* of the *Navy*,
Commission March 25th. 1686. and

Wherein to

That the *Ships* { Mark'd { *A.* were at *Sea*
B. were in *Har-*
C. have been
in the Black Letter are

State

England (whether at *Sea* or in
December 1688. ſhewing the *Con-*
therein, with reſpect to their *Re-*
Rigging and *Sea Stores*, upon that
of the laſt and higheſt *Eſtimates*
Officers of his *Navy* of the *Defects*
within *Mr. Pepys's Propoſition*; com-
Works perform'd thereon by the
between the *Commencement* of their
its *Determination October* 12. 1688.

be noted,

upon———————— } the ſaid 25
bour wanting repair, on—— } of *March*
added to the *R. Navy*, ſince } 1686.
the 30 *New Ships*.

Ships

Ships and Vessels.		*Place* and *Condition*		
		At Sea or going forth.	In Har-	
			re-pair'd.	*Under Repair.*
1ſt. Rate.				
St. Andrew	B		*	
Brittannia	B			*
Charles Royal	B		*	
George St.	B			*
James Royal	B		*	
London	B		*	
Michael St.	B			*
Prince Royal	B			
Soveraign	B		*	
2d. Rate.				
Albemarle	B		*	
Coronation	B		*	
Duke	B		*	
Dutcheſs	B		*	
Katherine	B			*
Neptune	B		*	
Oſſory	B		*	

Dec. 18. 1688.		Estimates of their Defects.	Real charge of their Repairs.	Value of their Rigging and Sea Stores.
bour.				
To be re-pair'd.	Newly come in from Sea.			
		£.	£.	£.
——	——	1616	1650	4296
——	——	2315	2138	5181
——	——	1577	1646	4735
——	——	1918	——	4296
——	——	1400	1882	4735
——	——	796	1574	4296
——	——	1286	5092	3668
*	——	——	——	4735
——	——	2134	1349	5181
		13042	15331	41123
——	——	3213	3773	4296
——	——	1200	1327	4296
——	——	719	2862	4296
——	——	1193	2826	4296
——	——	1499	2081	3668
——	——	949	1622	4296
——	——	837	745	4296

Ships and Vessels.		*Place* and *Condition*		
		At Sea or going forth.	In Harbour	
			repair'd.	*Under Repair.*
Sandwich	B	—	*	—
Vanguard	B	—	*	—
Victory	B	—	—	—
Windsor Castle	B	—	*	—
3d. Rate.				
Anne	B	—	*	—
Berwick	B	—	*	—
Bredah	B	—	*	—
Burford	B	—	*	—
Cambridge	B	*	—	—
Captain	B	—	*	—
Defiance	B	*	—	—
Dreadnought	B	*	—	—
Dunkirk	B	*	—	—
Eagle	B	—	*	—
Edgar	B	*	—	—
Elizabeth	B	*	—	—

Dec. 18. 1688.				
bour.		*Estimates of their Defects.*	*Real charge of their Repairs.*	*Value of their Rigging and Sea Stores.*
To be re-pair'd.	*Newly come in from Sea.*			
		£.	£.	£.
		1622	3015	4296
		897	1027	4296
*				3668
		650	3438	4296
		12779	22716	46000
		862	2203	2976
		1055	370	2976
		1186	1742	2976
		975	2165	2976
		944	4999	2580
		1215	3046	2976
		512	1747	2365
		1140	1780	2195
		409	592	1903
		705	586	2976
		1911	7141	2976
		503	1444	2976

Ships and Vessels.		*Place* and *Condition*		
		At Sea or going forth.	In Har-	
			re-pair'd.	*Under Repair.*
Essex	B		*	
Exeter	B		*	
Expedition	B		*	
Grafton	B		*	
Hampt. Court	B	*		
Harwich	B		*	
Henrietta	B	*		
Hope	B		*	
Kent	B	*		
Lenox	B		*	
Lion	B		*	
Mary	B	*		
Monck	B			*
Monmouth	B		*	
Montague	B		*	
Northumberl.	B		*	
Royal Oak	B			
Pendennis	B	*		
Plymouth	B	*		
Resolution	B	*		

Dec. 18. 1688.		Estimates of their Defects.	Real charge of their Repairs.	Value of their Rigging and Sea Stores.
bour.				
To be re-pair'd.	Newly come in from Sea.			
		£.	£.	£.
—	—	1427	1454	2976
—	—	1391	553	2976
—	—	725	401	2976
—	—	735	1496	2976
—	—	830	4771	2976
—	—	634	885	2580
—	—	594	945	2195
—	—	1257	1922	2976
—	—	1382	1670	2976
—	—	354	797	2976
—	—	602	955	2195
—	—	3152	7236	2195
—	—	1565	2212	2195
—	—	997	5643	2365
—	—	503	3814	2365
—	—	1186	1114	2976
*	—	—	—	2976
—	—	736	1521	2976
—	—	670	1111	2195
—	—	510	1292	2365

Ships and Vessels.		*Place* and *Condition*		
		At Sea or going forth.	In Har-	
			re-pair'd.	*Under repair.*
Restauration	B	—	*	—
Rupert	B	—	*	—
Sterling-Cast.	B	—	*	—
Suffolk	B	—	*	—
Swiftsure	B	—	*	—
Warspight	B	*	—	—
York	B	*	—	—
4th. Rate.				
Advice	B	*	—	—
Albans St.	C	*	—	—
Anthelope	B	*	—	—
Assistance	B	*	—	—
Assurance	B	*	—	—
Bonadventure	A	*	—	—
Bristol	A	*	—	—
Charles Gally	B	—	—	—
Centurion	B	*	—	—

Dec. 18. 1688.				
bour.		*Estimates of their Defects.*	*Real charge of their Repairs.*	*Value of their Rigging and Sea Stores.*
To be re-pair'd.	*Newly come in from Sea.*			
		£.	£.	£.
		2969	734	2976
		129	420	2365
		1349	2033	2976
		357	1857	2976
		610	941	2580
		1959	4130	2365
		1460	4147	2165
		39502	81869	104670
		2902	1558	1582
		2212	3597	1582
		1749	2142	1582
		1812	3640	1582
		989	1316	1348
		—	—	1582
		—	—	1582
	*	186	183	1348
		1222	3498	1582

Ships and Vessels.		*Place* and *Condition*		
		At Sea or going forth.	In Har-	
			re-pair'd.	*Under Repair.*
Constant Warwick	B	*	—	—
Crown	A	*	—	—
David St.	B	*	—	—
Deptford	C	*	—	—
Diamond	B	*	—	—
Dover	B	*	—	—
Dragon	B	*	—	—
Faulcon	A	—	—	—
Foresight	B	*	—	—
Greenwich	B	*	—	—
Hampshire	B	—	*	—
Happy Return	A	—	—	*
James Gally	A	—	*	—
Jersey	B	*	—	—
King-fisher	A	—	—	*
Mary Rose	A	—	—	—
Mary Gally	C	—	*	—
Mordaunt	B	*	—	—
New Castle	B	*	—	—
Nonsuch	B	*	—	—

Dec. 18. 1688.		Estimates of their Defects.	Real charge of their Repairs.	Value of their Rigging and Sea Stores.
bour.				
To be re-pair'd.	Newly come in from Sea.			
		£.	£.	£.
—	—	1189	451	1348
—	—	—	—	1582
—	—	210	687	1903
—	—	2377	4596	1728
—	—	576	821	1582
—	—	1849	3043	1582
—	—	748	268	1472
—	*	—	—	1348
—	—	390	380	1582
—	—	280	374	1903
—	—	2500	3349	1472
—	—	—	—	1728
—	—	—	—	1348
—	—	2254	1416	1582
—	—	—	—	1903
—	*	—	—	1582
—	—	—	—	1348
—	—	642	1025	1582
—	—	1329	2223	1728
—	—	1721	2024	1348

Ships and Vessels.		*Place* and *Condition*		
		At Sea or going forth.	In Har	
			re-pair'd.	*Under Repair.*
Oxford	A			*
Phœnix	A	*		
Portland	B	*		
Portsmouth	B	*		
Reserve	B			
Ruby	A	*		
Sedgemore	C	*		
Swallow	B	*		
Sweepstakes	B	*		
Tiger	B	*		
Tiger Prize	B	*		
Woolwich	B	*		
5th. Rate.				
Rose	A	*		
Saphire	A	*		

Dec. 18. 1688.				
bour.		*Estimates of their Defects.*	*Real charge of their Repairs.*	*Value of their Rigging and Sea Stores.*
To be repair'd.	*Newly come in from Sea.*			
		£.	£.	£.
		—	—	1903
		—	—	1348
		1922	4689	1728
		2500	2649	1472
	*	427	259	1582
		—	—	1582
		2337	3650	1728
		1314	1571	1582
		1368	1612	1348
		326	365	1728
		1348	1102	1582
		525	1513	2195
		39204	54001	65199
		—	—	902
		—	—	1031
				1933

Ships and Vessels.		*Place* and *Condition*		
		At Sea or going forth.	In Har	
			re-pair'd.	*Under Repair.*
6th. Rate.				
Drake	A	*	—	—
Dunbarton	B	*	—	—
Fanfan	B	—	*	—
Greyhound	A	—	*	—
Larke	A	*	—	—
Saudados	A	*	—	—
Bombers				
Fire-Drake	C	*	—	—
Portsmouth	A	—	*	—
Salamander	C	—	*	—
Fire Ships				
Cadiz-Merchant	C	*	—	—
Cygnet	C	*	—	—
Charles	C	*	—	—

Dec. 18. 1688.				
bour.		*Estimates of their Defects.*	*Real charge of their Repairs.*	*Value of their Rigging and Sea Stores.*
To be re-pair'd.	*Newly come in from Sea.*			
		£.	£.	£.
		—	—	536
		156	288	634
		30	36	391
		—	—	634
		—	—	634
		—	—	634
		186	324	3463
		—	—	634
		—	—	391
		—	—	536
				1561
		—	—	—
		—	—	250
		—	—	250

Ships and Vessels.		*Place* and *Condition*		
		At Sea or going forth.	In Har	
			re-pair'd.	*Under Repair.*
Charles and Henry	C	*		
Dartmouth	A	*		
Eagle	A	*		
Eliz. and Sarah.	C	*		
Guardland	B	*		
Guernsey	B	*		
Half-Moon	C	*		
Mermaid	A	*		
Owners Love	C	*		
Pearle	A	*		
Paul St.	B	*		
Rich. and John	C	*		
Richmond	B	*		
Roebuck	C	*		
Rose	B	*		
Sampson	B	*		
Sophia	B	*		
Speedwell	C	*		
Supply	C	*		
Swann	B	*		

Dec. 18. 1688.		Estimates of their Defects.	Real charge of their Repairs.	Value of their Rigging and Sea Stores.
bour.				
To be re-pair'd.	Newly come in from Sea.			
		£.	£.	£.
				273
				1031
				902
				300
		295	147	1031
		1150	1685	1031
				634
				1031
				1031
		630	1014	1031
		590	1403	902
				250
		155	575	902
		520	411	902
		110	182	536
				280
		795	633	1031

Ships and Vessels.		*Place* and *Condition*		
		At Sea or going forth.	In Har	
			re-pair'd.	*Under Repair.*
Thomas and *Eliz.*	C	*	—	—
Unity	C	*	—	—
Young Spragg	B	*	—	—
Hoys.				
Delight	B	—	*	—
Lighter	B	—	*	—
Marygold	B	—	*	—
Nonsuch	C	—	*	—
Transporter	B	—	*	—
Unity Horseboat	B	—	*	—
Hulkes.				
Arms of *Horne*	B	—	*	—
Arms of *Rotterd.*	B	—	*	—
French Ruby	B	—	*	—
George Saint	B	—	*	—

Dec. 18. 1688.		Estimates of their Defects.	Real charge of their Repair.	Value of their Rigging and Sea Stores.
bour.				
To be repair'd.	Newly come in from Sea.			
		£.	£.	£.
		—	—	—
		—	—	277
		80	126	390
		4325	6176	14265
		—	—	—
		—	—	—
		—	—	—
		—	—	—
		—	—	—
		—	—	—
		129	83	—
		—	—	—
		2065	680	—
		1427	193	—

Ships and Vessels.		*Place* and *Condition*		
		At Sea, or going forth.	In Har	
			re-pair'd.	*Under Repair.*
Leopard	B	*		
Maria Prize	C	*Gibr.*		
Puntoone	B	*Gibr.*		
State-House	B		*	
Ketches.				
Deptford	A	*		
Kingfisher	A	*		
Quaker	A	*		
Smacks.				
Escape Royal	B		*	
Little London	B		*	
Sheerness	B		*	
Shish	B		*	
Tow-Engine	B		*	

Dec. 18. 1688.				
bour.		*Estimates of their Defects.*	*Real charge of their Repairs.*	*Value of their Rigging and Sea Stores.*
To be re-pair'd.	*Newly come in from Sea.*			
		£.	£.	£.
		3858	1156	1562
		300	126	
		7779	2238	1562
				391
				391
				391
				1173

Ships and Vessels.		*Place* and *Condition*		
		At Sea or going forth.	In H:	
			re-pair'd.	*Under Repai:*
Yachts.				
Charlotte	A		*	
Cleveland	B	*		
Fubbs	A	*		
Henrietta	A		*	
Jemmy	B		*	
Isabella	A	*		
Isle of Wight	B		*	
Katherine	A	*		
Kitchin	A	*		
Mary	A	*		
Merlin	B	*		
Monmouth	A	*		
Navy	A	*		
Quinborow	B		*	

Dec. 18. 1688.		Estimates of their Defects.	Real charge of their Repair.	Value of their Rigging and Sea Stores.
bour.				
To be repair'd.	Newly come in from Sea.			
		£.	£.	£.
				550
				550
				550
				550
				160
				360
				100
				550
				500
				550
				550
				550
				400
				50
				5970

An Abſtract of the foregoing *Li*
England, upon the 18. of *Decembe*

Ships and Veſſels.	*Place* and *Condition*		
	At Sea or going forth.	In H:	
		re-pair'd.	*Unde Repai*
Rates — 1.		5	3
2.		9	1
3.	15	22	1
4.	31	3	3
5.	2		
6.	4	2	
Bombers	1	2	
Fireſhips	26		
Hoys		6	
Hulks	1	7	
Ketches	3		
Smacks		5	
Yachts	9	5	
	92	66	8

and *State* of the *Royal Navy* of 1688. with the *Force* of the whole.

Dec. 18. 1688.			*Force.*	
bour.				
To be re-pair'd.	*Newly come in from Sea.*	*Total.*	*Men.*	*Guns.*
1	——	9	6705	878
1	——	11	7010	974
1	——	39	16545	2640
——	4	41	9480	1908
——	——	2	260	60
——	——	6	420	90
——	——	3	120	34
——	——	26	905	218
——	——	6	22	——
——	——	8	50	——
——	——	3	115	24
——	——	5	18	——
——	——	14	353	104
3	4	173	42003	6930

Conclusion.

And having thus summarily brought this *Deduction* of the last *Ten* years *Home-Transactions* of our *Navy* to the day I first set for its *Period*, as it also (most wellcomely) proves to my own (now 30 *Years*) Relation to't; wherein (as an *Englishman*, and in a *Service* purely *English*) I have ever with all simplicity of mind contended, to render this humble *Province* of mine useful to my *Country:* I close this Paper.

Which amounting to little more than the *Contents* of one *Chapter* of a greater Number, wherewith the *World* may some time or other be more largely entertain'd upon the general Subject of the *Navalia* of *England*; I have, (for preventing either others or my own being misled, to the *believing* or *reporting* ought herein needing *Animadversion*) chosen to expose what is here said, Now, while

while ſo many are ſurviving, whoſe *Memories* (joyn'd with the eaſie Recourſe to be ſtill had to the *Original Regiſters* thereof in the *Offices* of the *Admiralty* and *Navy*) may enable them to do right to the *Publick*, *Themſelves*, and *Me*, by a timely rectifying of any *Errors*, or Improvement of any *Truths*, which *Time* may otherwiſe render in themſelves leſs diſcoverable, or Us leſs ſolicitous in the looking after them. In which conſideration I ſhall (not gladly only, but) thankfully receive Intimations of any *Matters* herein calling for *Amendment*; as well-knowing how far from *infallible* his beſt *endeavours* muſt be, that has to do with a *Subject* so extenſive, various, and complicate, as that of a *Navy*; and a *Navy* circumſtanc'd as this happens to be within the limits of this *Chapter*.

But whatever (more or leſs) I may meet with from better *Hands* towards the improvement of this *Schitz*: Somewhat (I truſt) of preſent utility may (even as it is) be hoped for from it,

in the ſo ample, freſh, and coſtly *Experiment* (and to *England* moſt inſtructive) which this *Paper* exhibits, of the *Validity* of theſe three *Truths* in its *Sea Oeconomy*, Viz.

Corollarys from the Premiſes.

1.——That Integrity, *and general* (*but unpractic'd*) Knowledge, *are not alone ſufficient to conduct and ſupport a* Navy *ſo, as to prevent its* Declenſion *into a* State *little leſs unhappy, than the worſt that can befall it under the* want *of* both.

2.——That *not much more* (*neither*) *is to be depended on, even from* Experience *alone and* Integrity; *unaccompany'd with* Vigour *of* Application, Aſſiduity, Affection, Strictneſs *of* Diſcipline, *and* Method.

3.——That *it was a ſtrenuous* Conjunction *of all theſe* (*and that* Conjunction *only*) *that within half the* Time, *and leſs than half the* Charge *it coſt the* Crown *in the expoſing it, had* (*at the very inſtant of its unfortunate* Lord's *Withdrawing from it*) *rais'd the* Navy

of

of England *from the lowest state of* Impotence, *to the most advanced step towards a lasting and solid* Prosperity, *that* (*all* Circumstances *consider'd*) *this* Nation *had ever seen it at.*

And yet not such; but that (even at this its *Zenith*) it both did and suffer'd sufficient to *teach* us, that there is *Something* above both *That* and *Us*, that Governs the *World.*

To which (Incomprehensible) *alone be*
GLORY.

FINIS.

Index.

A

ACcount *of the* Monies *spent and* Services *perform'd upon the* Pro⟨po⟩sition, *Stated.* Page 82
———*Its* Vouchers; *and* Obſerveables *therefrom.* 83
Accounts *of the* Officers *of the* Navy, *their* Adjuſtment *provided for.* 24
———*Of the Charge of the* 30 New Ships *never made up.* 11, 70
———*Proviſion on that behalf by* Parliament *and otherwiſe yet ineffectual.* 12
———*Tho inculcated by the King.* 70
Admiralty-Management *alter'd by* K. Charles *April* 1679. 1
Vide-Commiſſion.

B

Builders *and their* Aſſiſtants *in the Kings Yards,—Viz.*
———*Their preſent* Liſt. 73
———*The* Surveyors *and* Eſtimators *of Works to be perform'd there.* 74

———*They*

———*They* alone *charg'd with, the proper* Judges *of, and the Crowns* only *Security for the well performance of them.* ibid.
———*Their* Reports *of the present* Works. 52, 73
———*General* List *of the most Eminent present.* Ship-Builders *of* England, 1686. 29
———Conference *between them and the Commissioners of the Navy about* Foreign Timber, *and* Plank. 37
———*Sum of their* Opinions *thereon.* 44

C

Commanders *restrain'd and regulated in their Proceedings at Sea.* 60, 67
—*Encourag'd by*
- *An Extraordinary* Allowance *for their* Tables. 62, 63
- *That and their other* Allowances *adjusted.* 65
- *A* Grant *of Prizes.* 66
- *Further Conditional* Rewards *to be expected at the* End *of their Voyages.* 67

Commission *of the* Admiralty, May 1679. 6
———Conduct *thereof noted generally.* ibid.
———Annual Supply *thereto from the Exchecquer.* 12
———*Dissolv'd*, May 1684. 7

———*Condition*

———*Condition of the* Navy *at its* { Opening. 2
Dissolution. 8
Commission *of the* Navy *April* 1686. 31
———*Operating from the* Lady-day *preceding.* 33
———*Determin'd October* 1688. 70
———*Condition of the* Navy *at its* { Opening. 14
Determination. 70
———*Different* Management *under these two Commissions* compar'd,
Viz. As to their { Charge. 84
Effects. 85
Commissioners *of the* Navy *call'd without their* Expectation. 50
———*Made equally accountable.* 32
———*Acting upon* Account *only, and not as* Undertakers. 51, 83
———*Their* { Qualifications. 25
Election. 26
———*Sir* Anthony Dean *insisted on by the* King *for one, and why.* 27
———*Method of their* Procedure. 33, 34
———*Obstructed, and whence.* 52
———Unbespeak *any present* perfect Cure *of the Fleets Defects, and whence.* 53
Conference *between the* Navy-Commissioners *and Mr.* Builders *about the use of* East-Country *Timber and Plank.* 37
———*Concurrence therein.* 44
Corollaries *of publick use arising from the* Premises. 130

Docks

D

Docks *Improv'd and Encreas'd.* 77, 78

E

Eaſt-Country { *Timb.* / *Plank* } *vide* Plank.

F

Fleet—*Vide*—Ships.

K

King Charles II. *Alters the Method of the* Admiralty. 1
———*By a* Commiſſion *on that behalf* May 1679. 6
———Reſumes *it into his own Hands*, May 1684. 7
———*Dies* February 168$\frac{4}{5}$. 13
——— James II. *Succeeding applies himſelf to the* Redreſs *of the* Navy. ibid.
———*His* Choice *of* New *Hands.* 26
———Commiſſion *for the* Navy, *April* 1686. 31
———*Enquiries into the* Diſorders *thereof.* 56

———*Perſonal*

———*Perſonal* Viſits *and* Inſpection *into the Yards and Works, and* ſatisfaction *therein.* 69
———Withdrawing *therefrom and when.* 130

M

Magazines,—*Vide* { Stores. Storeroom.

N

Navy *enquir'd into by* Parliament. 2
———*Its* State,—*Vide*— { State. Ships.

O

Officers *of the* Navy *continu'd, ſupply'd, and encourag'd by* K. James. 13
———*Their Service* unſucceſsful. ibid.
———Failures; *whence, and whence not.* 16
———*Suſpended.* 24
———*Yet kept in* full *ſallary; charg'd only with the making-up their* own Accounts. 24, 31
———Recall'd *to their Old Duties, and whence.* 70
———*Reminded of their* Accounts *yet unadjuſted.* ibid.

Parlia-

Index.

P

Parliament's *Inquisition into the* Navy. 2
———*Mony for the* 30 New Ships *well paid.* 12
———*Provision for an Account thereof yet ineffectual.* ibid.
Passengers, *The carrying thereof* restrain'd. 59
Pepys—*Mr.*—*Remov'd.* 1
———*Recall'd.* 7
———*His* Proposition *with the Occasion, Conditions, and Effects thereof.* 16, 19, 70, 85
———*No undertaking.* 18
———Length *and* Determination *of his Service in the* Navy. 128
Periods *principally taken notice of in this* Paper, ———*viz.*
———August 1678. — *Preparation against* France. 2
———April *and* May 1679—*Mr.* Pepys's Removal, *and the Erection of the* Commission *of the* Admiralty. 4, 8
———May 1684—*The* Dissolution *of that Commission, and the* King's *taking the* Navy *into his* own *Hands.* 7
———February 168$\frac{4}{5}$.—*The* Death *of King* Charles. 13
———January 168$\frac{5}{6}$.—*The* Review *of the* Navy *taken by King* James. ibid.
———April 1686.—*Erection of his* New Commission *of the* Navy. 31
———October 1688.—*Determination of that* Com-

Commiſſion *and recalling of the* Officers *of the* Navy. 70
———December 1688.—*The* King's withdrawing, *and* State *of the* Fleet *and* Navy *then.* 86, 87, 99
Plank-Engliſh, *Not enough for the* preſent *Occaſions of* England. 39
———*Its Imperfections.* 43
———*Inconveniences therefrom.* ibid.
———*Compar'd with* Foreign, *as to* Uſe, Coſt, *and* Durableneſs. 40
———Foreign, *From whence the* beſt. ibid.
———Eaſt-Country, *Not wanting in the preſent* Occaſion. 35, 36
———*Uſe of it* Univerſal. 36
———*Well reported of by the Maſter*-Builders. ibid.
———*Preſent* Importance *of a right* Judgment *concerning it.* 37
———Conference *about it.* ibid.
———*Determination concerning it.* 44
———*Confirm'd in* Council. 45
———*No* Ships *in* worſe *Condition than ſome whereon* none *of this* Commodity *was wrought.* 36
Plate-Carriage { *Abus'd.* 57 / *Reſtrain'd.* ibid.
Prizes *granted to* Commanders *and their* Companies. 66
Vide—Commanders.

Pro-

Propoſition—*Mr.* Pepys's. 19
———*No* Undertaking. 18
———*Approv'd.* 24
———*Perform'd how, and its* Performance *evidenc'd.* 72
———*The* Navy *thereby* redeem'd; *At what* Charge, *and how verified.* 81
———State *of its* Account. 82
———Sav'd *therein, and* Fruits *of that* Saving. 83

Q

Qualifications *of a* Commiſſioner *of the* Navy. 25

R

Reformation *of the* Navy *obſtructed, and whence.* 52
Repairs, *Vide*—Wear *and* Tear.
Reports *of the* Works *by the Maſter* Builders *and* Aſſiſtants. 53, 73

S

Sea-Diſcipline, Diſorders *therein enquir'd into.* 55, 56

———*Re-*

——*Regulated, but not without Encreaſe of* Charge *to the* Crown. 55, 62, 63, 65, 67
Vide—Commanders.
Sea-Stores, *Provided-for by the* Propoſition. 21
——*Made good and exceeded.* 75
——*Their* Proportions *aſcertain'd, and enlarg'd.* ibid.
——*Preſent* Value *thereof eſtimated.* 76
Ships *At* Sea Auguſt 1678. 3
——April 1679. 4
——May 1684. 8
——October 1688. 71
——December 18. 1688. 87
——Ditto—*A more* particular Liſt *thereof, and why.* ibid.
——*In* Harbour, *Their* State,
——April 1679. 4
——May 1684. 8
——January 168$\frac{5}{6}$. 14
——Octob. 1688. 72, 75, 78
——Thirty New—*Their* Accounts, *Vide*—Accounts.
——Charge *of* Building *exceſſive.* 11
——State, April 1679. 5
——May 1684, *and the Import thereof,* 10
——January 168$\frac{5}{6}$. 14
——Auguſt 1688. 54
——October 1688. 71

——Decays

——Decays *enquir'd into.* 33
——*Mistakes thereabout shewn, and Truth open'd.* 34, 47
——*of* England—*Their General* List *and* State, December 1688. 99, 101
Shipwrights, *Vide*—Builders.
State *of the* Navy—*Viz.*
——*At Mr.* Pepys's Removal, *and the Erection of the* Commission *of the* Admiralty *April* and *May* 1679. 2, 6
——*In no former time* better. 6
——*At the* Dissolution *of that* Commission, *and the* King's resuming *it into his own Hands*, May 1684. 7
——*Particularly of the* 30 New Ships *then.* 9
——*At the* Suspension *of the* Officers *and* Methods *of the* Navy, *introductive to the* Commission *succeeding the same*, March 25. 1686. 24, 33
——*At the* Determination *of that* Commission, *and the* recalling *of the said* Officers, October 1688. 69
——*Carry'd on to* December 18. 1688. 86, 99, 101
Stores, State *thereof in* Magazine, April 1679. 4
——May 1684. 9
——October 1688. 76
Vide—Sea-Stores.

Store-

Store-Room *wanting in the* Navy. 76
———*Supply'd by* New Erections *surmounting all the* Old. 77

T

Tables, *Vide*—Commanders.
Thirty New Ships, *Vide*—Ships.
Timber, *Vide*—Plank.
Time, *demanded by the* Officers *of the* Navy *for repairing the* Fleet, doubled. 15
———Yet *more Excessively* lengthened. 15, 16
———None *to be* depended on *from them.* 16
———*Within* what, *and* how *to be performed by the* Proposition. 21
———*Made good, how.* 69
Toadstools *growing in the* Holds *of the* 30 New Ships. 47

W

Wear *and* Tear *to be made good by the* Proposition *at* 22*s. per* Man *a* Month. 23
———*Perform'd.* 79
———*The lasting* Importance *of this* Article *to the* Crown. ibid.
Works—*How divided between the* Old *and* New *Hands.* 30

———*More*

———*More chargeable than eſtimated.* 52
———*Their* Performance *what.* 52, 72
———*Perſonally* viſited *by the* King. 69
———*And Perform'd to his* ſatisfaction. ibid.

FINIS.

Oxford
Printed at the Clarendon Press
by Horace Hart, M.A.
Printer to the University